

The War In Pictures

AUG 10th
1918

Leslie's

Illustrated Weekly Newspaper

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NOTICE TO READER

When you finish reading this magazine place a one-cent stamp on this notice, mail the magazine, and it will be placed in the hands of our soldiers or sailors destined to proceed overseas.

NO WRAPPING—NO ADDRESS



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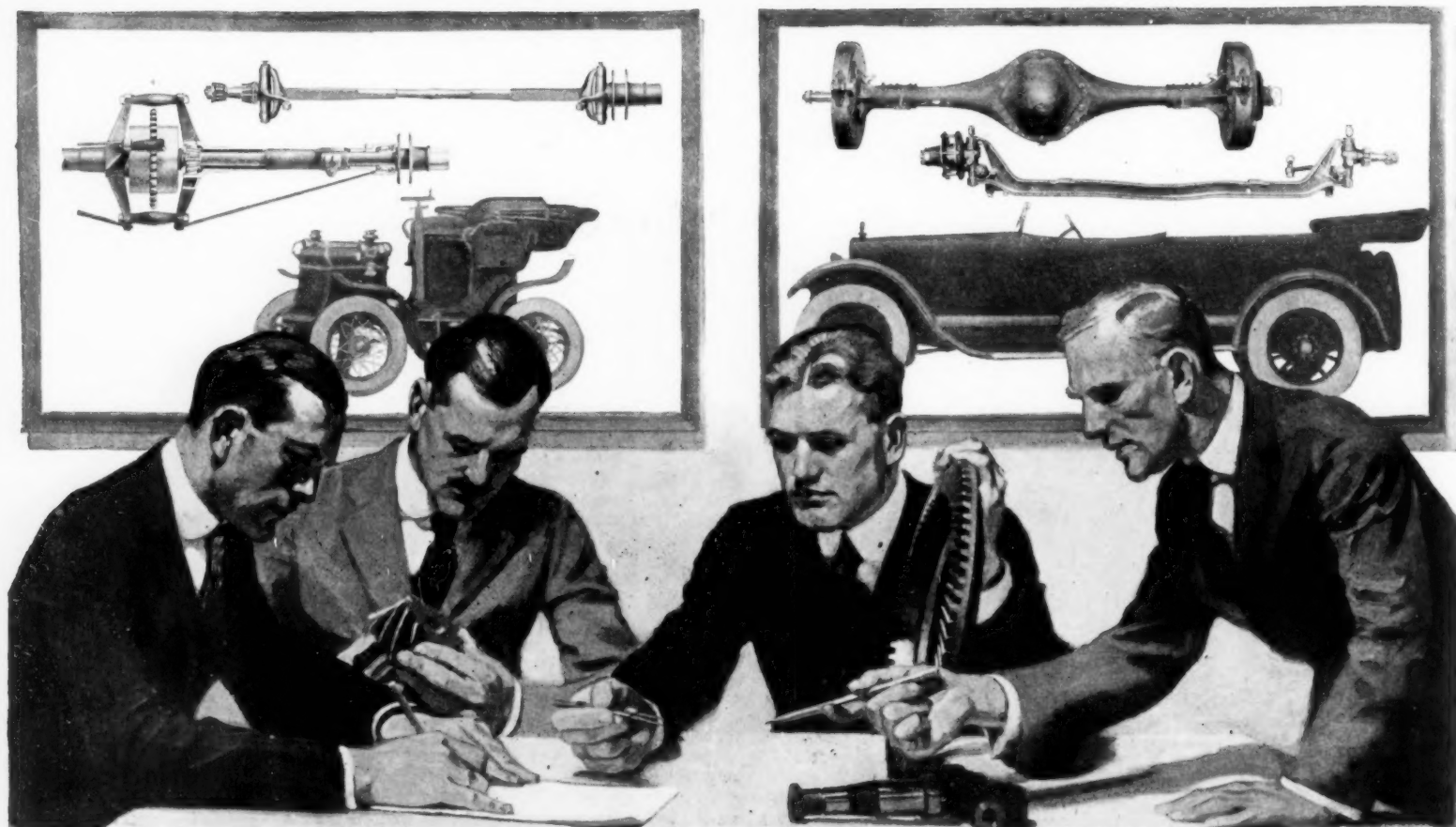
*Chas. R. Baldridge
France /18*

A French sailor attached to
a naval gun behind the front

Drawn by BALDRIDGE

Un canonnière marin, sur le front

Edition Over 500,000 a Week



Yesterday, Today and Tomorrow

It has been said with much truth that the car of today becomes the car of yesterday after one or two short seasons.

Naturally many builders of cars and many builders of essential parts of cars have been unable to keep pace with this rapid improvement. They have simply ceased to exist.

The solid substantial manufacturers of 1918 whose names have national reputation and whose product has national use have survived.

Because they did not merely build for *today*: they learned from yesterday, and *anticipated tomorrow*.

When the car owner demanded a more flexible motor, better body design, electric lighting and starting, silent gears—whatever it was, *the foresighted builders were ready*. They had foreseen the need. They had done the experimental work, solved the problems of design and manufacture and tried the result by service on the road.

This has a special application to axles, for here we have one of the fundamental elements in the motor car. For before it could ever become practical it had to have:

- An improved source of power;
- A means of steering, enabling front wheels to turn in different circles;
- A means of distributing power between the two rear wheels;
- A support for the car and its passengers strong enough

to endure shocks, loads and speeds previously unknown to any vehicle;

And a means of stopping the vehicle quickly, yet without jar or jolt.

All but the first of these problems were largely solved by the axle designers.

But there were many other problems—and the axle engineer looked ahead.

For example, a few years ago there was a demand for axles that would be more quiet in operation. It came at about the same time from owners of passenger cars and owners of trucks, the rear axles of which were radically different in design.

When this demand became evident, Timken-Detroit had already adopted, constructed and put into service a new type of final drive for passenger cars and another for motor-trucks.

And today almost every passenger car has the spiral (or helical) bevel gears in its rear axle, and 108 makes of motor trucks use the worm-drive.

It is in such solid, substantial contributions to motor-car progress that Timken-Detroit leadership is built. And Timken-Detroit Engineers are hard at work today building new contributions to the motor cars of tomorrow.



THE TIMKEN-DETROIT AXLE COMPANY
Detroit, Michigan



Oldest and largest builders of front and rear axles for both motor cars and trucks.

TIMKEN-DETROIT AXLES

The Greatest Transportation Force in the World

Do you know that right now there are 5,000,000 motor vehicles in use, or one to every twenty persons in the United States?

In these cars, twenty-five million people, one-fourth of the population, could be transported 100 miles or more in a single day. Only the first filling of gasoline would be needed for the journey.

Before the war produced unheard-of conditions, it is not astonishing that people had paid little attention to these matters and had not analyzed the usefulness of the automobile. The manufacturers themselves believed their splendid sales organizations to have been responsible for their marked sales increases, when as a matter of fact, the motor car had come to fill a demand which had existed for centuries.

But now we have stopped to analyze the food we eat, the clothes we wear and the time we can save.

How then does the automobile fit into this big plan? Who uses it? There was only one way to find out definitely and that was to ask the people who owned and operated cars. This was accomplished by getting an expression from every man who purchased an Overland car in 1917, showing the occupation in which he was engaged. This information has been tabulated in classifications by trade to conform with the census figures.

80% for business purposes

The result of this investigation showed some interesting figures.

The first one is that this survey indicates that over 80 percent of automobile use is for business purposes.

The next great fact, gained at a glance, was that the men whose business depended upon covering a great deal of ground in a short space of time were its largest purchasers. While these figures apply only to the 1917 production of Overland cars, we feel that we may safely assume that approximately the same divisions by trades are applicable to automobile ownership in general. We have therefore assumed this to be the case in our conclusions.

Shall we expect to find automobiles in the city alone?

The great American farmer, representing 33.2% of the population of the country, bought 53.1% of the automobiles last year. The farmer is buying automobiles because they have done more to lighten labor and change his entire plan of living and doing business than any other invention since the harvesting machine.

The government estimates that it requires five acres of ground to support a horse. On this basis, assuming that each automobile on a farm replaces one horse, the automobiles in use on farms today alone release more than 10,000,000 acres of land—sufficient to support 3 1/3 million people.

In the business of farming the automobile has become invaluable. With it one farmer can raise more products and reach more markets. It helps him to make up for the depleted labor supply and at the same time aids him in cultivating more acres himself, more intensively. The bushel of wheat in the granary is not doing any good until it gets to the mouth of the fighter. This requires transportation. And here the automobile not only helps to raise more crops but transports them as well.

So the motor car is helping the farmer raise more wheat with less men, carry it to the markets and buy more government bonds with the proceeds

by JOHN N. WILLYS

(Reprinted, by permission, from the Wall Street Journal.)

which could not be his without the aid of the automobile.

In harvest time, a needed repair part no longer delays the farmer. His son, daughter or wife quickly goes to town and returns with the needed part in so short a time that the delay is negligible. But think of the change it has wrought in his daily life. Pass these machines on the way to and from the city markets, loaded with butter, eggs, produce and perishable products. The automobile has made the farm 30 miles from town with the use of a motor car as valuable as the one 5 miles away that depends upon the horse.

You need only to refer to any government report covering the increase of land values to see that the total amounts to millions of dollars on both farm and suburban property.

The isolation of the country is gone and in its place have come the educational and market advantages of the city, more contentment on the part of the farmers' families. The combined advantages of the city and the country belong to the farmer with the motor car. It is no longer a matter of the farmer being able to afford an automobile, he can no longer afford to be without one. For the farmer without an automobile pays for it whether he buys it or not.

Again, the "trade" classification shows a large percentage of cars owned and again the cause. For this division is comprised largely of salesmen. This classification embracing 0.5% of the population owns 18.0% of the automobiles. These men have found that with the aid of the motor car they can make themselves much more effective in their work. Obviously, salesmen in these days must make themselves more efficient. Many a salesman is adding to his territory that of someone in the service.

I asked one of the greatest and most important food concerns in America what the motor car means to them in their business.

10% to 20% extra man power

Their answer was typical of the saving in time, railroad facilities and man power that the automobile is making. These people told me that the salesman with an automobile could cover from 10 to 20% more ground. In the city the salesman can call on the trade more frequently. In other words, the automobile is the equivalent of 10 to 20% extra man power.

The motor car has been an invaluable aid to men in professional service as is shown by the fact that in this classification representing 4.4% of the population, 7.3% of the automobiles are owned. Here in this highly important occupational division we find the physician called out in the middle of the night, or speeding to save a life by prompt response to an emergency call. We also find him taking care of more patients over a wider area to make up for some other physician wearing the uniform of the army, the navy or the Red Cross.

But what of the country preacher? He, too, is going about, using his passenger car to minister to the wants of his congregation, increasing his Sunday attendance and helping in a thousand ways, taking the place of the "circuit rider" but using his automobile in his mission of mercy.

Likewise the lawyer, the judge, the college professor all find that the passenger car helps to conserve time in their duties.

Another significant fact is that the classification, "Public Service" shows that, comprising as it does 1.2% of the population, it contains 1.6% of the automobile owners. This branch is composed of city and county officials, mail carriers and men in the employ of city, state or national government. Many of these men must cover a wide area in their duties and it is here that the motor car is helping.

The manufacturing industry affords another of our vast resources. This classification covers the factory owner, contractor, baker, blacksmith, and their operatives. This branch represents a total of 27.4% of the total population of the country and yet shows only 10.1% of the automobiles owned.

The automobile saves an hour a day

Located in the cities, industry is not so dependent upon the automobile and still every motor car in this great branch is doing its part in speeding up production. In the business community having 1,000 automobiles it is safe to say that each one in service will save an hour a day. This would mean that such a community is 125 working days ahead every day. Carry these figures to the 5,000,000 registered automobiles in this country and it means that the nation is 625,000 working days ahead every day in time saved. Or compute this into man power and it gives America the extra services of an army of 625,000 men at work every day. Do we need this extra effort now?

Sixteen great army cantonments, to house almost a million men, the ordinary accomplishment of years, were built in ninety days. This was accomplished by crowding an immense amount of energy into an inconceivably small space of time. One of the largest contractors told me that it could not have been done without the aid of the automobile. To haul the nails used in the construction of these cantonments alone would require the combined capacity of 930 five-ton motor trucks.

The total horsepower used to turn the wheels of America's industrial plants is only 11,000,000. Balance this against the 100,000,000 horse power of time saving energy represented by the passenger cars of this country alone.

For the busy man, the automobile practically makes the whole community his office building where he may go from one business engagement or meeting to another in his motor car almost as easily as he steps across the hall.

Under the heading "Transportation" are included all of the managers, superintendents, foremen and employees of the many public service corporations of the country. Here we find the railroads, telephone and telegraph companies and many like occupations. They represent 6.9% of the population and own but three per cent of the automobiles. The reason for this small percentage of car owners is at once apparent as the bulk of the business of these men is over various carriers of the country and here the automobile is not so much an essential to the conduct of their duties.

Vital where every hour counts

The next census occupational division covers the mining, quarry and oil-well industries; including

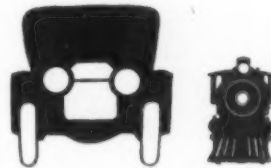
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By replacing horses the motor cars on the farms of this country represent a potential saving of sufficient foodstuffs to supply the wants of three and one-third millions of people annually.



Assuming that every automobile saves one hour a day, the total time saved represents an army of 625,000 men at work every day. Compare this with the total number of men in service today.



The estimated possible annual passenger mile service of motor cars is about 60,000,000,000, as compared with 35,000,000,000 passenger miles attributed to our railroads.

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"Stand by the Flag: In God We Trust"

Jealousy of the Press

By LOUIS WILEY, Publisher New York Times

NOTWITHSTANDING all the newspapers have done to support the war, they appear to have the antagonism of Congress. There is a persistent effort to hamper and check them. There are men in our national halls or legislation with minds so small that they permit jealousy of the newspaper press to fill a large part of a mentality which should be devoted to carrying on the war. Chiefly in Congress, and to some extent outside, there is much criticism of newspapers and periodicals and of the executive branch of the Government. The triviality of some of the criticism is no credit to those who utter or give heed to it.

Socialism Unmasked

THE most dangerous manifestation of Socialism today is masquerading under another name. Mr. Rome G. Brown, of the Minneapolis bar, in a masterly address on "The Disloyalty of Socialism," before the Iowa State Bar Association, points out the disloyalty and menace of "Townleyism," which is a camouflage for Socialism. The organization is called the "Farmers' Non-Partisan League," but it is not a league of farmers, nor is it non-partisan. Its best name is "Townleyism," derived from the agitator who founded it—A. C. Townley. "Townleyism" captured the government of North Dakota two years ago, and has gotten another two years' hold upon the State. Minnesota escaped its clutches after a hard fight, and "it is now working secretly," says Mr. Brown, "to capture Montana and the Western States, South Dakota, Iowa, and Nebraska."

What is the record of "Townleyism" and its leaders? In times of peace its platform is purely socialistic. Its program in North Dakota was to adopt a new State Constitution whereby the State or any political division thereof was to have the right "to engage in any occupation or business for public purposes." The veto power of the governor and the office of the courts in determining the constitutionality of laws were to be abolished. All this was to be left to a vote of the people. In its attitude to the war "Townleyism" has shown the same disloyalty and pro-Germanism that have characterized the Socialist party. Townley has been indicted for sedition and disloyalty. His general manager was convicted and sentenced for hindering enlistments. Several organizers and editors have been convicted of disloyal statements. Peterson, the Townley candidate for the United States Senate from Minnesota was convicted of seditious utterances, and Lindberg, the Townley candidate for governor in the recent Minnesota primary, published a book in July, 1917, entitled "Why Is Your Country at War?" which was filled with disloyal passages.

The public should know the facts about "Townleyism" and the founder, "a man who publicly denies Socialism and disloyalty," says Mr. Brown, "but also, the records show, stands self-registered on its registration blank in North Dakota as belonging to the 'Socialist Party,' and who stands indicted in the courts of Minnesota on charges of sedition and disloyalty to his Government in time of war." At its thirty-sixth annual session the Minnesota Federation of Labor decided to call a caucus for the organization of a separate labor party and the nomination of a complete State ticket. This is revolutionary, for

the policy of the American Federation of Labor, as Secretary Morrison says, has been "to oppose partisan political action." Organized labor will be even more concerned about the suggestion that this caucus will mark a combination of Minnesota labor with the Non-Partisan League. From this union there might come temporary success, but in the long run the interests of labor could not fail to be greatly injured by combination with an organization that is socialistic and disloyal.

Big Business Helps

HAS little business the advantage over big business? An absurd question? Those familiar with all the facts would answer it affirmatively. Prof. George H. Haynes of Worcester Polytechnic Institute, in an address before the American Society of Mechanical Engineers, said that small industries were handicapped because unable to conduct scientific investigations in expensively manned and equipped laboratories, and suggested that here was a field in which the Government, both Federal and State, might co-operate. Professor Haynes evidently overlooked the fact that small industries are already reaping the benefits, without a dollar of cost, of such investigations by the large corporations.

The largest cost use of corn, the king of American cereals, is for refining purposes in the production of starch, syrups, sugar and oils, all of which are the results of chemical experimentation. Much of this pioneer work has been done by the Corn Products Refining Company, but the smaller concerns are reaping the benefit of it. For example, the chemists of the larger company, after two years of research work, made from a crude oil, of which 134 gallons is produced out of a bushel of corn, one of the best salad and cooking oils on the market. Within a few months its smallest competitor had obtained exactly the same results simply by hiring one of the men who knew the process. The same thing was true in the perfection of corn syrup and in the conversion of starch into dextrine, the latter taking the place of imported dextrine and at one-third the cost. In the Government suit against this company their smaller competitors testified that the larger company had made the industry more profitable for all in standardizing corn products and in the introduction of the highest economy and efficiency into the trade.

The oil industry illustrates the same results. It was the big Standard Oil Company that experimented with pipe lines and tank steamers and adopted the tank delivery wagons, all of which methods were adopted by all smaller companies without the cost of experimentation. In like manner the United States Steel Corporation conducted costly experiment, the results of which are now enjoyed by the small steel companies.

Professor Haynes was right in calling attention to the element of quality as one of the strong features of the small industrial plant. But exactly the same thing is true of big business. It is the size and equipment and organization of a big corporation that enables it to spend large amounts in experiment and to produce a superior product, and it is quality that sells goods whether they are made by a big or a little concern.

Home News at the Front

TO no person who has ever been "a stranger in a strange land" will a movement, now under way, to supply American fighting men on land and sea with newspapers from their home towns seem trivial. The very fact that our soldiers on the other side in camp, trench and hospital are constantly appealing for "more home newspapers" indicates a serious want that should be supplied. Everybody realizes how necessary it is to sustain the morale of the nation's defenders. Nothing has been more potent to this end than cheerful letters from family and friends.

But many soldiers and sailors are not blessed with inspiring correspondence, and to these newspapers either the dailies or weeklies from the localities in which they have lived are an excellent substitute. And even those who receive letters regularly find in the home papers many bits of interesting news which the letter-writers do not cover. The "Home Paper Service," initiated by Col. William Boyce Thompson for men who have entered the army or navy from Westchester County, N. Y., is thus a most commendable bit of war work. Colonel Thompson has, on his own responsibility, undertaken to provide over 6,100 men in the service with home newspapers and expects to lengthen the roster. This enterprise might well become nation-wide.

In every community committees made up of business men, club members and parents of soldiers and sailors could be formed and these, with the co-operation of the local publishers, would see that the "boys" from their vicinity got copies of the local journals. A war chest could be created for payment of cost of subscriptions and mailing, and the Government could no doubt be

induced to give the papers expeditious transport. Thus hundreds of thousands of men would have their hunger for news from home satisfied, and because of this be cheerier and more efficient.

Newspapers and others who may be interested in this good work can obtain information regarding the methods to be employed by writing to Col. William Boyce Thompson, No. 1 Madison Avenue, New York City.

The Plain Truth

NURSES! As was inevitable, this greatest of all wars has created an unprecedented demand for trained nurses. By January 1, 1919, the American armies will need the services of not less than 25,000 graduate nurses, whose places in the home field must be filled by the "rookies" of the profession. To replace those who are to go beyond the sea, the Government asks that 25,000 young women join the United States Student Nurse Reserve and hold themselves ready to enter nursing schools for suitable training. The women must be between the ages of 19 and 35, and they must be intelligent, of good character and education, and of sound health. Terms of training vary from 2 to 3 years. The student receives board, lodging and tuition free at virtually all training schools and in most cases a small remuneration also. The graduated nurse has an earning capacity of \$100 to \$300 a month. Hence, to those suited for the work by temperament and ability, this opening into an honorable and beneficent calling should make a strong appeal. Skilled nurses are vital to the health and life of the people. Enrolment is to be made at the nearest recruiting station established by the Women's Committee of the Council of National Defense, or by addressing the Hon. Grosvenor Clarkson, Secretary, Council of National Defense, Washington, D. C.

GERMANS! The names and records of such Germans as Sigel, Schurz, Steinwehr and Rosencrans cannot be erased from our history. Previous to the outbreak of the European War and the rising tide of criticism occasioned by the brutal acts of Prussian autocracy, there was no class of foreigners in this country more appreciated or respected than those coming from Germany. They have been characterized by industry, frugality and a disposition to mind their own affairs. When the war broke out their sympathy naturally went out to the Fatherland. In so far as this sympathy was sentimental for the land of their fathers, and did not seek to defend Prussian violation of the laws of nations and of humanity, it was not to be criticized. When war was declared by us the right to express sympathy for Germany or any other enemy ceased to exist. The well-known New York banker, Mr. Otto H. Kahn, speaks for all patriotic German citizens when he says:

As one born of German parents, I do not hesitate to state it as my deep conviction that the greatest service which men of German birth or antecedents can render to the country of their origin is to proclaim and to stand up for those great and fine ideals and national qualities and traditions which they and their ancestors inherited and in which they were brought up, and to set their faces like flint against the monstrous doctrines and acts of a rulership which has robbed them of the Germany which they loved and which had the affection and the admiration of the entire world.

Noman can love this country and its institutions and the government and institutions of Prussia at the same time.

ZONE! The zone postal system is producing exactly the result the publishers had predicted. Increased prices of newspapers and magazines is the first result. A second result, which will be more apparent as time goes on, is reduction of income to the Government. When a price is advanced beyond all reason the effect is so to curtail use as to reduce income. This has already shown itself in the decreased revenue from postal cards since the price has been doubled. In England, penny letter postage, one of the great triumphs of peace, succumbed to the demands of war on June 2. England deplores even a temporary suspension of the cheap rate, because it is realized that the penny stamp held together the scattered bonds of kinship and acquaintance throughout the far-flung British Empire, just as in the United States the low-cost newspaper and magazine have been the most powerful influence in driving out sectionalism. The experience of President F. G. Bell of the Southern Newspaper Publishers' Association is typical of how the new law is working out. Mr. Bell says it cost his office \$4 to determine what part of his paper was subject to penalty postage for the advertising section, that Government clerks put in \$8 worth of time to verify the report, and that after this \$12 expenditure it was found the Government was entitled to \$1.04 additional revenue! The zone postal law is a revival of a system abolished when Abraham Lincoln was president. Mr. Wilson, when governor of New Jersey, showed the impropriety of again adopting it, as did also Mr. Hughes as chairman of the postal investigating commission in 1911. If this Congress doesn't realize the wisdom of repealing the zone law the next Congress will.

Smith Form-a-Truck

MAKES A MOTOR TRUCK OF ANY CAR
SMITH MOTOR TRUCK CORPORATION, CHICAGO

"I'll make that old car pay for itself and the new one, too. Tomorrow it becomes a Smith Form-a-Truck."

Life in France as Our Artist Sees It

Drawn Behind the Lines by C. LE ROY BALDRIDGE



A "Waac," which means one of the English "Women's Auxiliary Army Corps." They are at the front and do any job that needs them and in many cases it is not a "woman's work" that they do, but a man's. This "Waac" works with the American Red Cross. She is the mother of two children and her husband is "somewhere in Palestine."



Our dining-room is in a little farmhouse in the little boudoir of little Mignon and her still littler brother. They are not always up for reveille, but they appreciate it.



He's been with the Dun-aree Navy for sixteen years. On his first leave since the war began he got to Paris just as shells from the big German gun began to fall. Needless to say their arrival did not in any way interfere with his thorough enjoyment of the city's war-time hospitality. Now he's back at work.



Midnight lunch in a compartment of a French permissionnaire's train. The French soldier has been getting a leave of ten days and travel time every four months. That is, he gets it if his unit is not too busy. Nowhere are there so many picturesque types as in a permissionnaire's train when thousands of poilus from every part of France meet for the trip home. In this compartment in which Mr. Baldrige traveled for two days and two nights there were a "seventy-five" telephonist, a sailor from a submarine, an American, a chasseur, an aviation sergeant and several infantry privates and all in good spirits because they could forget war for a while. The return trip is not so gay and at stations one sees in the faces of women who stand with their arms about their soldiers what war has meant to these fighters back home.

A doughboy is seen entering the front door of his home at the left. Second floors in the war zone have no Harlem flat frills.

There are fearless women just back of the lines who have been under fire for four years. The other day some one asked the artist how he got his washing done. Here is a great part of the answer.



Russia Discards Imperialism Forever



Amid the chaotic condition of affairs in Russia there is one cheering fact. Though the republic has not been established, many believe imperialistic rule has forever been abolished. Despite the Bolsheviks' tyranny nobody wants Czarism restored.

The sentiment of Russians generally is indicated by this picture. It shows the statue of the Empress Catherine II at Odessa, formerly an object of popular pride, being covered up as if it were a symbol of shame. The Germans present seem pleased.

A Week of the War

By HENRY FARRAND GRIFFIN

The Tide Has Turned

GENERAL FOCH has developed his successful counter-offensive into one of the most important Allied victories of the war. It marks the turning point of the campaign of 1918 and the turn of the battle tide is unquestionably in the Allies' favor. History has repeated itself curiously in this second Battle of the Marne, and it is by no means unlikely that the final result will again be a great German retreat. Menaced on both flanks and in the centre of a salient rapidly narrowing under Allied pressure, the position of the half million odd German troops between the Aisne and the Marne becomes daily more precarious. Their chief railroad lines of supply have either been cut or else rendered useless by intense artillery fire. The large reserve forces flung into battle by the enemy immediately following General Foch's counter-offensive have been able at this writing to do no more than slow down the Allied advance. Following the capture of Chateau-Thierry, Franco-American troops edged the enemy away from the north bank of the Marne, until by July 29, the Germans had been pushed several miles from the river and to the north of the Ourcq. The Allied forces had shelled with smashing effect the Germans' chief distributing point in the salient, Fère-en-Tardenois, until they had it at their mercy and then entered it. The Huns put up stubborn rearguard actions, but their retreat, nevertheless continued.

General Foch evidently had the men to continue his relentless pressure on three sides of the Marne salient where French, American, British and some Italian troops were actively engaged. The capture of Fère-en-Tardenois, it was hoped by the Allies, would prove a most disastrous blow to the hard-pressed enemy. Under the circumstances, congestion in the movement of men and materials was inevitable throughout the salient, and indeed the difficulties of the enemy were so serious that a general retreat to the line of the river Vesle seemed far from unlikely.

Battle May Flare Up Elsewhere

From certain indications it looks as if German strategy at the beginning of this second Battle of the Marne contemplated another great drive from the Picardy salient down the valley of the river Oise. Such a plan, if successful, would of course have forced the Allies out of their great semi-circle defending Paris by the favorite German tactics of a double pinching attack on both sides of a salient. There is every indication that General Foch's counter-offensive between the Aisne and the Marne took the German Higher Command completely by surprise, and not only checked the advance across the Marne and the threat to Rheims but also frustrated plans of much greater importance involving an attack on Paris on an enormous scale. It is, perhaps, too soon to be sure that the Germans will not attempt such a drive from the Picardy salient down the valley of the Oise. Recent British local attacks near Amiens and more particularly General Foch's sharp little thrust near Montdidier rather looked like precautionary movements for the improvement of Allied positions in anticipation of a German offensive. Yet the enemy has been compelled to draw so heavily upon his reserves to withstand Allied pressure in the Marne salient that it is difficult to see how he can at present undertake a really important offensive elsewhere with much promise of success. The British armies,



Donald C. Thompson
The former Czar Nicholas II, last of the Romanoffs, at one time considered the most absolute ruler in the world, recently shot at the order of a subordinate Bolshevik official in a remote country town. History will rank Nicholas along with the equally weak and unfortunate Louis XVI of France.

too, from Amiens to the northwest will require careful watching by the German Higher Command. They have now had a couple of months for rest, recuperation and reorganization since the terrific hammering they received during the first two German drives in Picardy and Flanders. They have, moreover, been heavily reinforced not only by large drafts from England but also by American forces whose numbers have not yet been announced but are

Every day, however, makes his task more difficult, as American reinforcements pour into France. America may well be proud of the part her soldiers have recently played in France. It is not too much to say that without the aid of our men General Foch, for all his skilful generalship, would never have been able to turn the tide of battle so effectually against the enemy.

Where the Americans are Fighting

With American soldiers in the thick of the hottest fighting of the war it is natural enough that their friends and relatives at home should be anxious for more complete and accurate information as to the location and identity of the units engaged. Yet it is precisely this information which the War Department is loath to give. We know that American units are, or have been, scattered along many parts of the front from Flanders to the Swiss border. At one time or another they have been reported in Alsace, in Lorraine, along the St. Mihiel salient, in the Champagne, to the south and west of the Marne salient, near Montdidier, mixed with British and Australian units, before other sectors of the Picardy salient, and also brigaded in British divisions stationed in Flanders. It should be remembered that American troops previously reported at any point are not necessarily still stationed there. It is the practice to send troops from the training camps to quiet sectors of the front and then to pass them gradually into more active sectors. Probably not far from a half million American troops are now sufficiently advanced in their training to share in active fighting, and their number of course will rapidly and constantly increase. At present American units are undoubtedly at the front in greatest force to the west and southwest of the Marne salient between the rivers Aisne and Marne. There is reason to believe that the American troops here engaged number more than 200,000. They are, of course, mixed with French divisions and the higher command of these armies is

undoubtedly French throughout. This detracts nothing from American achievement. It means merely that the American soldier and his officers have had enough common sense and modesty to be willing to profit by the experience and ability of the most efficient military organization in the world—the French Army. So, the American people, though they must for the time being remain content with somewhat meagre information as to exact details, may rest assured that their soldiers in France are playing their part, and playing it well. Recent German official bulletins contain unintentionally convincing evidence of this fact. To anyone who has followed these bulletins closely the official German attitude has been



British artillery in action near Ypres. While the Crown Prince's German army is hard pressed between Soissons and Rheims, Prince Rupprecht facing the British in the north has neither gone to his aid nor moved his own army forward.

undoubtedly considerable. Under these circumstances the Germans cannot too far weaken their lines facing the British without inviting vigorous attack, and in any event offensive operations by the British may be expected ere long. The net result of the situation as outlined above is that at this writing the initiative lies wholly with the Allies. But with such a resourceful and aggressive enemy as the Germans have proved themselves to be we cannot yet safely assume that General Foch will set the pace throughout the remainder of this year. It has always been the German theory of war that an energetic offensive is the best possible defense and we may rest assured that the enemy will leave nothing undone to wrest the initiative from the Allies.

positively comic. When the great Franco-American counter-offensive first began between the Aisne and the Marne the German bulletins entirely ignored American participation. Then they casually noted the presence of numerous French colonial negro units, trailing off into a brief mention of American white and negro troops. It is not to be supposed that such childishness deceived any intelligent person even in Germany. The semi-official Wolff Bureau a few days later was spreading reports of enormous casualties suffered by Americans engaged before the Marne salient. Perhaps the German people will remember the official dictum that the submarine would prevent American troops from reaching France in force, and will take these casualty stories with a grain of salt.

Our Heroes at the Front



The gallantry of our soldiers in the Chateau-Thierry section has turned the fighting in favor of the Allies. Hundreds of our boys are using anti-airplane guns as pictured above.



A wounded United States infantryman receives first aid in the front-line trenches. Many of our sorely wounded men have heroically begged to be allowed to remain at the front and many nurses and surgeons bear testimony to the ardent desire of those in hospital to get back into the fighting.



Machine gunners' nest in a shell hole on the Marne front. Much loss in the fighting is caused by such nests.



Safe at the mouth of a passageway under a hill this soldier enjoys a letter from home. He would trade a meal for a letter from his friends any day, or for a home newspaper.



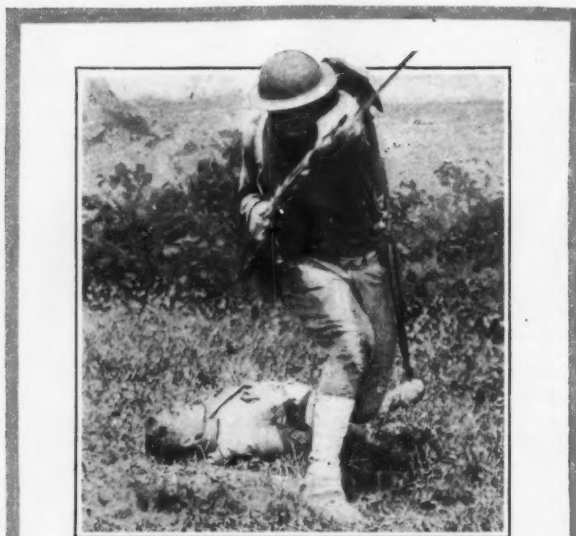
United States army hospital car attached to a hospital train on a French railway carrying our wounded men back from the front to the interior hospitals. Splendid surgical and hospital equipment and the best care have been provided for our wounded.

An Army Built by Its Sergeants

Photographs by JAMES H. HARE and
EDWIN RALPH ESTEP, Staff War Photographer



Generals, colonels and captains have their places, but the real pillar of the service is the top sergeant.



The fighting morale and the discipline of an army rests more on the quality of the sergeants than on the quality of any other grade.



The old Regular Army type which did much toward making our men into soldiers in the dark days of 1917.



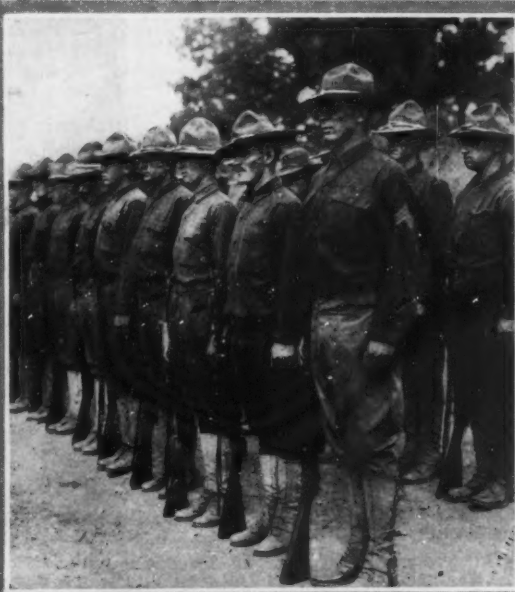
The sergeants on this page are typical of the men who drilled and molded the old army, the National Guard and the early divisions of the National Army. At work or play they are about the cleanest-cut, most businesslike and splendid body of men imaginable.



The sergeant is the highest of non-commissioned officers. Every branch of the service has its sergeants, from cooks to tank men, and on their shoulders rest burdens and responsibilities of direct control and instruction.



In the early days of the National Army artillery training was carried on under disadvantages. A sergeant instructing a private in gun sighting.



When the long lines of marching men draw your words of admiration, don't forget that the supersoldiers with the chevrons "whipped them into shape" by tireless instruction.

Camouflaged as a Slacker



Brent, hero of "The Man Who Stayed at Home," a vivid English war play now being presented at the 48th Street Theater, New York, poses as a "silly ass" to outwit a band of German secret agents. "Aren't you

going to enlist, Mr. Brent?" asks a patriotic young woman who is canvassing for recruits. He tries to laugh away the question. But she, before the eyes of his fiancée, puts a white feather in his buttonhole.



Molly: "Kit, you know I don't want you to go to the war. I should be perfectly miserable if I thought there was a chance of it. But can't you do something?" Secrecy forbids explanation.



Brent discovers a hidden wireless apparatus. Helped by Miriam Lee, his assistant, he decodes a message from a submarine; then smashes the apparatus.



Finding their instrument tampered with, Sanderson, the spy chief, accuses Fritz, the butler, of treachery. "No! By His Imperial Majesty, I swear!"

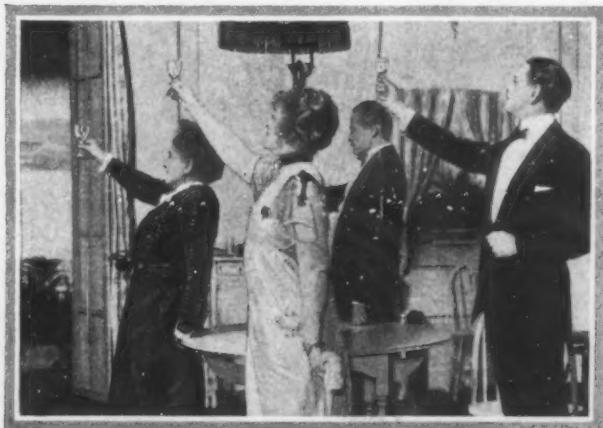


Blocked in their efforts to communicate by wireless, the spies try a carrier pigeon (Mrs. Sanderson has quite a hobby for the cute little creatures), attaching a map of the harbor to the bird's foot.

But Brent, feigning silly playfulness, brings down the pigeon with an air gun. When he casually announces what he has done, the spies are thrown into consternation. Fritz drops a tray in fright.



Miriam, suspected by Sanderson of being responsible for the unpropitious turn of affairs, cleverly outwits him by pretending to be herself a German secret agent.



The four spies—including Fräulein Schroeder, the "harmless" old governess—drink a toast to the Kaiser in anticipation of the success of their plot to destroy American troopships.



Sanderson: "What the h— are those searchlights for and what is the meaning of those guns?" Brent: "Just a little practice for the American gunners."

Pilfering as a Fine Art

THERE is one place, at least, in which pilfering is excused, and that is in the baseball world.

Let us go even further and state that not only is stealing condoned when the larcenies are committed by those engaged in the national pastime, but it actually is encouraged and applauded. This does not mean that promiscuous kleptomania is a part and parcel of baseball, for the player, earning more money in a few months than the average fan does in a year, has no reason to covet his neighbor's possessions, and confines his inclinations to purloin solely to the bases.

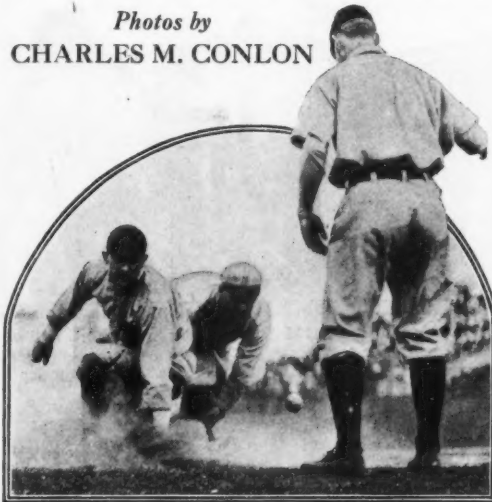
Base-running and the stealing of bases to-day constitute one of the most interesting features of the nation's favorite sport. Probably it is a tossup with the average fan whether he would rather see clever sack-pilfering or long-distance hitting, but the closer students of the game usually prefer the former, because of the unusual amount of skill required to perform the feat successfully in anything like a majority of attempts.

Ask any rooter to name the greatest hitters of recent years and he will reply, correctly and unhesitatingly, Cobb, Wagner, Lajoie, Keeler, Crawford and Speaker.

By EDWIN A. GOEWEY (The Old Fan)

Photos by

CHARLES M. CONLON



Ty Cobb stealing third, safe, with the ball in the air.

down in baseball history as the player who perfected the hook and the fallaway and who goes into the bases equally well from either side.

Milan, though not as successful as Ty, is said, by fielders, to be one of the very hardest men in the game to put out, for he slides into a cushion in such a manner as to give the guardian of the sack practically nothing but the tip of his toe to touch. Chase also is a difficult man to retire, for he goes in head first, with an arm extended, and to get him the fielder has little but a hand for which to reach.

It is a rather strange thing, but a fact nevertheless, that ever since baseball was put on an organized basis, the critics of the sport have been keen for according base-running the recognition it deserved. A majority of the managers also have appreciated its excellent qualities, but, in too many instances, the club owners until recently have not. These latter usually have had an interest in the gate receipts which was not entirely subordinated to their sportsmanship, and heavy hitting appealed to most of them as a better drawing card than base-stealing. Now that even the more

obtuse owners have seen the light, they are giving this branch of the pastime the encouragement it deserves.

Rules governing base-running and the listing of stolen bases in the full scores date back more than thirty years, but since those early days this particular department of the game has been improved upon until the efforts of to-day, including the various slides, bear no more resemblance to the old style of play than does the automobile counterfeit the high-wheel bicycle.

There had been base-pilfering, of course, since the late 60's, and doubtless it always thrilled the fans. But, when official recognition first was granted, and the major leagues determined to record the number of bases stolen by their more skilful athletes, the players were given great freedom. Pilfers in those by-gone days were comparatively easy compared with the larcenies of to-day. The old rules were lax in the extreme and men could be

given steals on almost any pretext; the rules even permitting steals to be granted on errors, such as wild throws and muffs. Cobb, Collins or Wagner could have made 200 or more steals easier in those times than they could have chalked up one-third of that number later on when they were in their prime and the present rules were in force.

Stovey, of the old Athletics of the American Association, holds the big league record with 156 steals in 1888. Cobb established the modern record in 1915, when he stole ninety-six bases. Despite the great difference in these figures, base-running has advanced and not deteriorated and, remarkable runner as Stovey undoubtedly was, had he operated under the existing rules it is doubtful if he would have been able to pilfer even fifty-six sacks, the number with which Carey won the National League base-running championship in 1915, the lowest championship figure ever recorded. In 1871, in an article on scoring, the words "stolen base" were used for the first time. Previous to that "made" had been used.

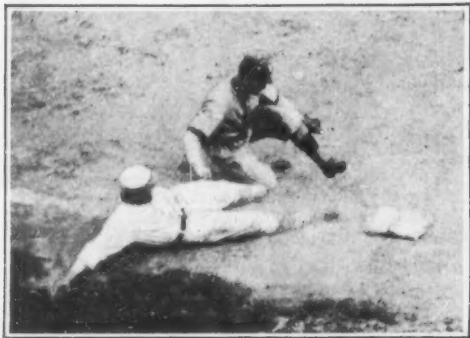
As the game advanced some real speed marvels were developed among them being Billy Hamilton, of the old



Completing the hook slide, which gives the baseman but slight opportunity to touch the runner in most cases.



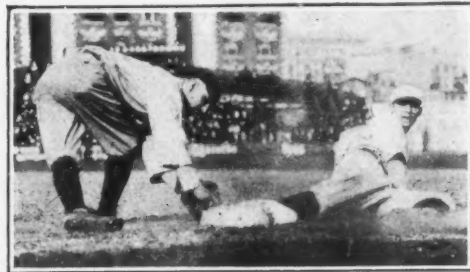
Speaker, ending a home run, hurls himself at the plate.



Runner out after oversliding the cushion

But of these, which one has long been considered the greatest man on the bases, the king of the paths and the most daring and successful of run-makers? Ty Cobb, the "Georgia Peach", is the correct answer.

Not only has Cobb hit better than .300 for the last twelve years, slammed the pellet for well over .400 in 1911 and 1912, led all the batsmen in the country time after time as the season's sticking king; but also in six separate years he topped the American League in the number of bases stolen and in five of these years he led the sack-purloiners of both major leagues. Cobb is a wonder as a hitter, but it is as a pilferer of the cushions that the fans admire him most, for he is daring, clever and fearless, and his efforts possess all of the elements of the spectacular. There have been other sensational base-stealers in modern baseball, including Milan, Collins, Chase, Carey, Bescher and Wagner, but none of these ever enjoyed a vogue equal to that of Cobb, who will go



A snap throw from the pitcher which fails to catch the runner napping unless he is a wool gatherer.



Doyle steals home by sliding around the catcher.



The head-first slide, dangerous, but usually effective.



Catcher blocks and throws the runner as the latter tries to slide under and trip him. Rather a mussy play.

Philadelphia team, and Ned Hanlon, of the old Detroit Nationals, who later became the famous manager of the Baltimore Orioles and the Brooklyn champions.

Hamilton holds the National League record with 115 steals in 1891. "King" Kelly was another star of the paths, though the famous Mike was not so strong because of his speed as because of his head work. He knew just when to run and he could obtain a remarkably fine start on most pitchers. One of the "King's" famous steals was made from first to third across the pitcher's box. Under the old one-man umpire system Kelly got away with it, but he couldn't to-day. Billy Sunday, the evangelist, also won fame on the paths about that time. He had more speed than most of his fellows, but he did not know as much about the technique of base-stealing as the others mentioned, and did not hit often enough to open up great base-stealing opportunities.

Continued on page 193

Training the Shock Troops

Photographs by JAMES H. HARE, Staff War Photographer



Picked men from the Italian army rehearsing an attack over ground like that over which they are to charge. They are advancing under supposedly heavy shell fire.



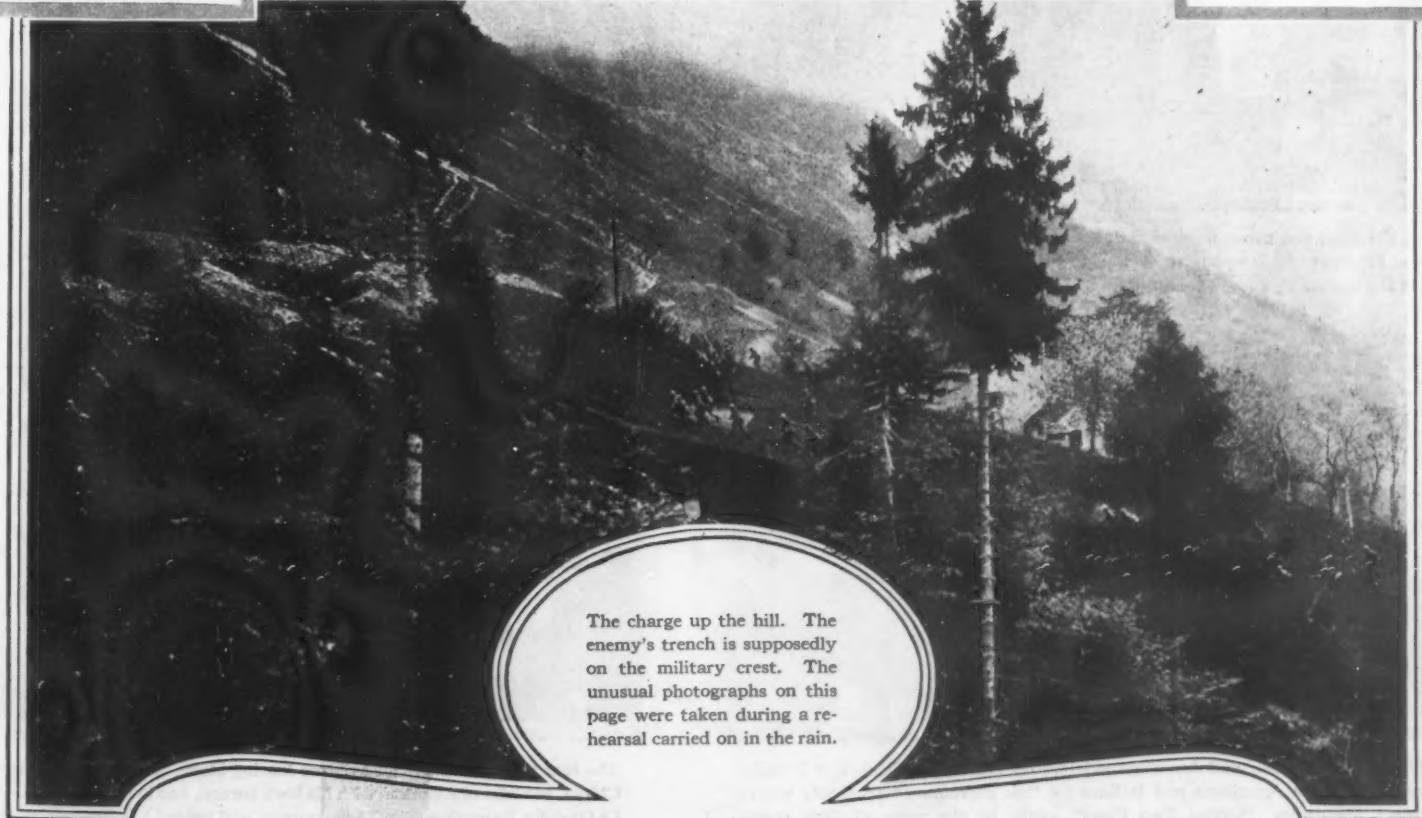
The rush by companies. These men are resting below the crest of a hill over which they are to charge. The best-equipped and sturdiest men are used for this work.



Second-line men watching the progress of those who have gone forward. The "shock" of line against line is the deciding phase of a conflict.

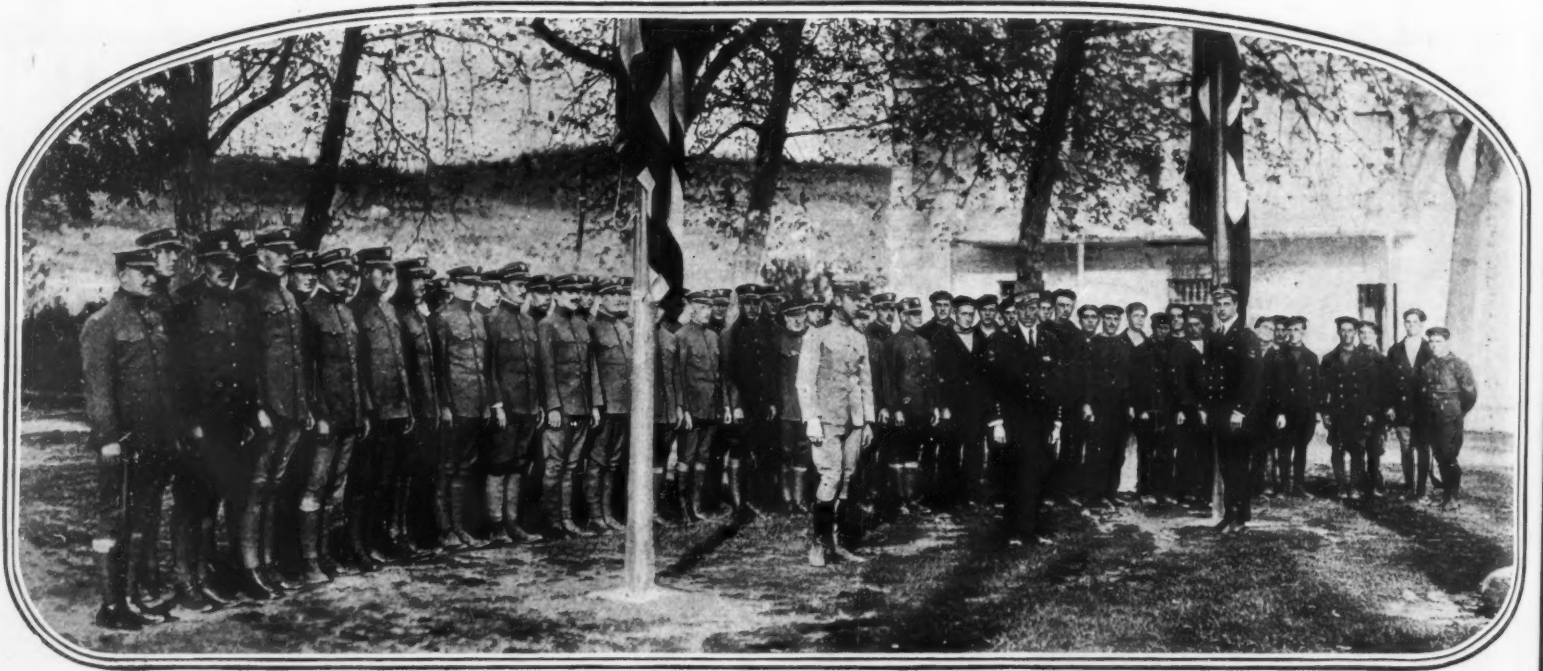


The troops form for an attack in mass. Today our own men are driving back the German lines by the use of shock troops at strategic points.



The charge up the hill. The enemy's trench is supposedly on the military crest. The unusual photographs on this page were taken during a rehearsal carried on in the rain.

Where Our Men Skim *the* Alps



The photographs by LESLIE'S famous war photographer, Mr. James H. Hare, on this and the opposite page, show American aviators instructed in Italy and now flying with the Italian army. Americans above at the left, and Italians at the right.



Here is the American commander of the naval aviation camp, as Mr. Hare recalls a previous meeting months ago back in the States. "Jimmy" thinks the world is small.



Italian aviators, like other aviators, are young and full of vim, yet in this case they appear satisfied with slow locomotion.



Ready for flight; Italian and American aviators on the field. There is a friendly rivalry between the Americans and Italians for "air supremacy" that only serves to cement friendship. "Under Two Flags" might be the name of their story.



The first batch of American aviators leaving Rome for the front. Signor Chiesa, Minister of Aviation, with his back turned, has in front of him Capt. La Guardia, formerly a N. Y. Congressman, and behind him Signor Caproni.



Driving the piles for piers at an American aviation camp in Italy.



Planks for hangars at the camp are cut from logs by Italian carpenters.

Our Flying Men in Italy

Training American Aviators in the Land of the Caesar

By JAMES H. HARE, Staff War Photographer

[F the German intelligence men are anything like as efficient as they are reputed to be there is every reason to believe that they know the exact location of the American aviators training in conjunction with the Italians. We have several instruction camps here—I will not name them—the censor would not allow the names to pass, anyway. Let it suffice for me to say that your sons, husbands, brothers and sweethearts, ladies, are working hard, and when I say working I spell it in italics.

I lately visited one of the camps devoted to the hydroplanes. It matters not whether it was on the Adriatic or even on the borders of the Mediterranean; naturally 'twas run by the navy and very good systematized work was in evidence. This school was the first opened in Italy for the training of American naval pilots. It speaks well for the management that when the commander arrived on the fertile plain bordering on the water he found nothing but grain fields, yet within three days planes had been assembled, temporary shelters had been erected and the school was at work. Today, three months afterward, not only are there several strongly built wooden hangars, but also a number of solid brick-walled and tiled-roofed ones give the place a "classy" appearance, and more ground is being cleared all the time to build new hangars.

Fortune was kind to me, as I discovered that the American commander in charge was friendly toward me, I having met him a few months previously at the Naval Aviation Camp at Norfolk, Va. We often laugh over that meeting.

I had strolled into the camp one day equipped with a rather large camera, when the Flight Commander suddenly spied me, and rushing over demanded if I had a pass to allow me to be there. I did! Might he see it? Sure thing; which would he see, the one from the Secretary of the Navy, or the one from the Admiral in charge down there of the naval schools?

He admits that he was taken aback, as he replied, "I don't know the Secretary of the Navy, but I do know the Admiral, so his pass will be good enough for me."

So we met again over here, and again I was provided with the magical pass—that "Open Sesame" with which it is possible to gain entrée to the almost sacred confines



By the light of the moon an Italian and an American aviator, both very enthusiastic, lay their plans for a night flight.

of the human aviary. Once inside the enclosure, I ran into many friends and acquaintances, some from the camps I had visited in the United States, one or two from the Ambulance Corps in France, and one officer recognized me as the man he had seen photographing in the street fighting in Juarez during the Madero revolution.

There are various types of machines in use, all of Italian make, some perhaps a trifle antiquated according to the experts, but others right up to the minute. They are beautiful specimens of the mechanic's art, splendid, graceful lines possessing great speed, and able to turn and twist about in a remarkable manner. "Able to fly alone," according to their admirers, when once the necessary altitude has been reached. But that does not mean the elimination of all danger, as the greater percentage of accidents occur when flying low in the air. In making the landings a good pilot will glide down and touch the water lightly. I might almost be allowed to say, kiss it, then skim along on the top of it, reducing the speed at the same time, until it brings the plane to a stop. On the other hand, a too steep descent will cause it to strike the water at too great an angle, and a possible nose dive below the surface will result. Or, if the angle is not quite so steep, but greater than necessary, the machine will rebound into the air. Then, if the pilot does not put on his power immediately and "level off" the machine will continue to bound or "porpoise" as it is called, until it finally loses speed and either settles quietly on the water or side slips and breaks a wing pontoon or possibly the wing itself.

Strange to say, aviators do not like the water to be too smooth or "glassy" when landing. Then it is difficult to judge the distance. So great is the deception that it almost amounts to an optical illusion, and apparently no method has been devised as yet to overcome it.

On good flying days, every moment of the day is utilized.

The men are up at five o'clock, and by six flying is in operation. Men go to breakfast in relays, so as to economize time, and sundown finds them grudgingly giving up for the day. One time-saving device I observed, was to make landings some 200 meters from the beach, and to have the next student ready in a boat to take his (Continued on page 194)

Matters of Note in M

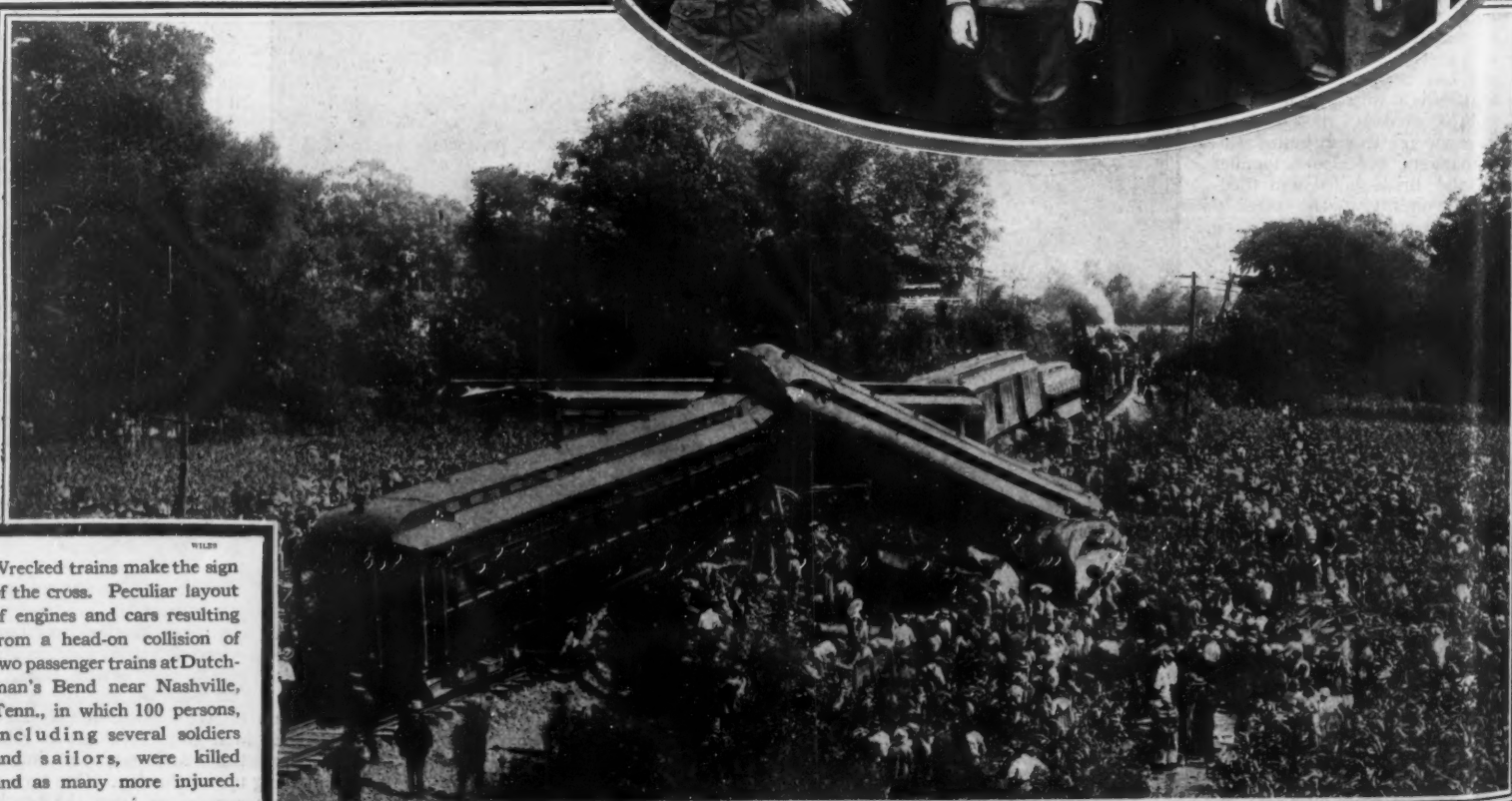


A deluge in the Far East. The Royal Plaza in Bangkok, capital of Siam, turned into a lake during a flood in the River Menam, which connects the city with the sea. Inundations are frequent in that low-lying region, where the rainfall from May to October ranges from 50 to 240 inches. The picture shows the statue of the late King Chulalongkorn, and the royal palace.

Five seniors in uniform who received degrees at the Syracuse University commencement exercises and who are but typical of the personnel that appeared in every campus this commencement. From left to right they are: Private Harry S. Pizer, Yeoman W. B. Mangin, Private G. J. Thompson, Radio Operator Joseph A. Guard and Private Daniel E. Eastman.



A champion riveter. Took part in building ships for Uncle Sam at the Shipbuilding plant, Oakland, Calif. for driving 6,075 rivets in one day. He is 7 feet tall and brawny in proportion. War-workers are a distinct



Wrecked trains make the sign of the cross. Peculiar layout of engines and cars resulting from a head-on collision of two passenger trains at Dutchman's Bend near Nashville, Tenn., in which 100 persons, including several soldiers and sailors, were killed and as many more injured.

n New World *and* Old



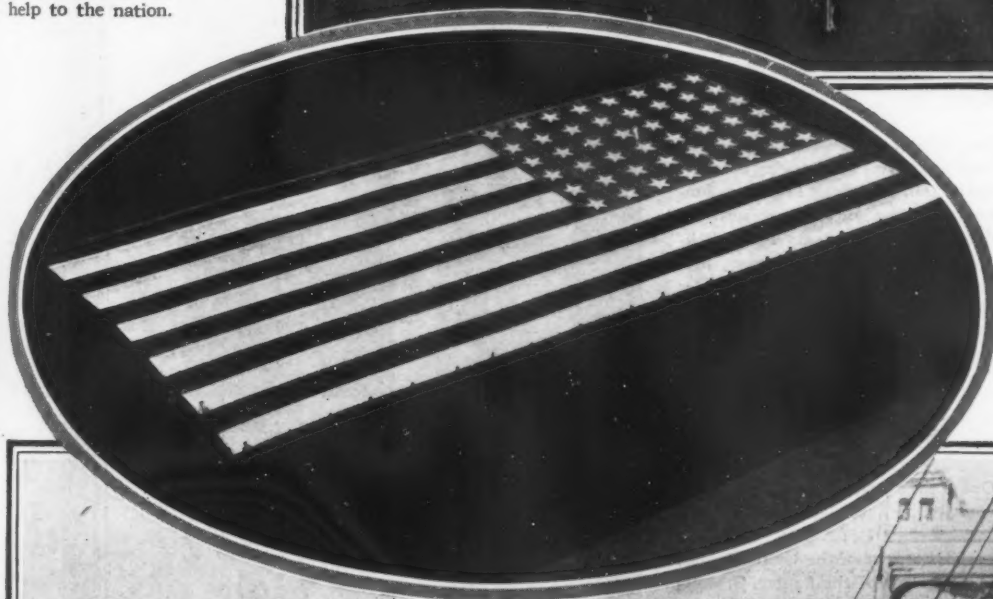
a riveter, Tom Horne, employed ships for Uncle Sam at the Moore plant, Oakland, Calif., has a record 1,075 rivets in one day. Horne is over and brawn in proportion. Such able are a distinct help to the nation.



BRITISH PICTORIAL SERVICE

Fierce eagles of the war. Flying machines of the big Handley-Page type, which are aiding the Allies to win on the western front. With airplanes like these it is thought to be also possible to bomb Berlin and Vienna and other leading Hun cities in retaliation for many aerial attacks on London and Paris. The output of Allied warplanes is rapidly increasing.

Said to be the largest flag in the world. It is 160 feet long by 80 feet wide. It was made by employees of a firm of tailors in Chicago in honor of their many fellow-workers in military service. A mile of yard-wide bunting was used in its construction. It was completed in only 5 hours and 17 minutes.



EUROPA

A doomed troopship. Crew of the big U. S. Transport *President Lincoln* all wearing life preservers and ready to take to the boats just after the vessel was torpedoed recently by a Hun submarine. The *Justicia* a sister ship of the *Leviathan* fell a prey to submarines recently.

The Roll of Honor



HARVEY O. WILSON



CLARENCE A. WILSON

E. F. Wilson of Washington, D. C., has four sons who have answered the call to the colors. Clarence, 18 years old, is a corporal in the reserve corps of the marines, stationed at headquarters, Washington. William has been assigned to the heavy tank corps at Camp Colt, Gettysburg. Harvey O. is detailed at marine headquarters Washington. Leland is in service.



LELAND F. WILSON



WILLIAM D. WILSON



GUY F. KIRKPATRICK



LOWELL KIRKPATRICK

The four sons of Mrs. S. Kirkpatrick, of Kelseyville, Cal., favor the Navy, and agree that life on the ocean wave is the life. Guy Kirkpatrick is a navy clerk at Mare Island, Cal.; Lowell was on the unfortunate *San Diego*, sunk off Long Island recently; W. R. Kirkpatrick is a gas engineer on the submarine chaser No. 188, while Lilburn, a first class fireman, was also of the crew of the U. S. Cruiser *San Diego*.



W. R. KIRKPATRICK



L. D. KIRKPATRICK



THOMAS A. ALLEN



RALPH J. ALLEN

Con Allen, postmaster of the little town of Dubois, Pa., is being congratulated because four of his sons volunteered for service. Tom is with the Aerial Squadron, Scotts Field, Bellville, Ill.; Ralph is a musician, first class, at Wissahickon, N. J.; Charles has the same assignment at Camp Maige, Washington; and Edmund, only 20 years old, is a bandmaster.



EDMUND P. ALLEN



CHARLES W. ALLEN



SERGT. G. F. MURRAY



LEONARD COOPER

One of the sons of Mr. and Mrs. W. H. Murray, of East Oakland, Cal., Sergeant George F. Murray, now in the hospital service of the United States, is a survivor of the famous Princess Pats of Canada. When the United States entered the war he was transferred to American service. The other three stars in the Murray service flag are for Harold and Roger Murray and an adopted son, Leonard Cooper, all in the army. All are on duty in France.



ROGER W. MURRAY



HAROLD G. MURRAY



GERALD E. MAYER



PAUL MAYER

The South is responding to every appeal of the country for both men and money, and Florida is sending her full quota of volunteers, but no town in the State is any prouder than Orlando, which boasts one family with four sons fighting the Germans. They are Gerald E., Paul, Jacob R. and Walter F. Mayer, sons of Mrs. Antoinette Mayer, a Spartan mother.



JACOB R. MAYER



WALTER F. MAYER



Eat lots
of new
**GREEN
CORN**

EAT lots of new green corn. Go to it now
seasonable vegetables are the things to
eat to help food conservation.

You don't need urging; green corn is one of the
best things we have—boiled or roasted, with
plenty of butter, pepper and salt.

Think how much flavor cooking puts into corn.
And it's the same with tobacco—cooking gives
it flavor. Try Lucky Strike Cigarette— it's toasted.

LUCKY STRIKE CIGARETTE

**It's
toasted**

Save the tin-foil from Lucky Strike
Cigarettes and give it to the Red Cross

**20
for
15c**



Guaranteed by

The American Tobacco Co.
INCORPORATED

Will Congress Tax Gunpowder?



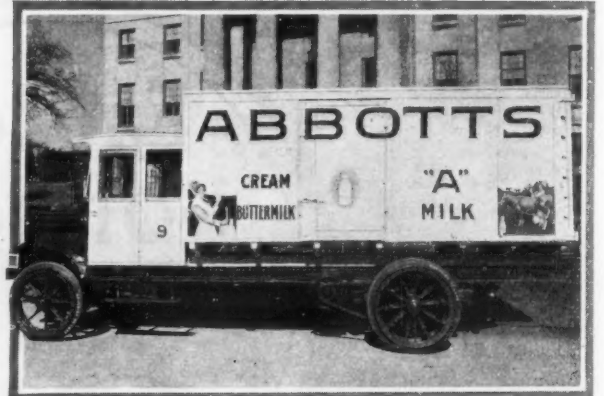
Some members of Congress would place a tax on the vehicle and fuel which brings us our daily bread most quickly and most efficiently;

Motor Department

Conducted by

H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



And on the means by which fresh milk is brought to our homes and hospitals in the cleanest and most sanitary method yet devised;

WE prophesy that it will if our Congressmen are shortsighted enough to impose a prohibitive price on gasoline.

If we could cut off Germany's entire supply of gasoline today, we would win the war tomorrow. Conversely, if our own gasoline supply should be suddenly stopped, we might as well make the best peace that we can with the Huns. Gasoline today is as important to a victory on the battle-field as was the muzzle-loading smooth bore of a century ago. A continuous stream of gasoline-consuming vehicles keeps the troops supplied with food, ammunition and clothing; it moves the big guns and little guns into position; through airplanes it directs artillery fire and reports movements of the enemy; it hurries the wounded from the front line to the base hospitals and dressing stations; no single discovery has so revolutionized modern warfare as the application of gasoline through the internal combustion engine.

"But," your Congressional friend may say, "where is the analogy between gunpowder, which is used only by the armies for the prosecution of the war, and the gasoline which we propose to tax and which is used entirely by the individual car or truck owner in the security of a civilization which our armies are maintaining?"

If your Congressional friend advances this argument it is plain that he is not familiar with industrial conditions today and the important part which gasoline and the automobile—both passenger and commercial—are playing in the winning of the war. If he would place a prohibitive tax on gasoline and automobiles, he would overcrowd the already congested railroads both with passengers and freight; he would reestablish the employment of now-a-days useless delivery systems in certain communities, and would thereby add greatly to the cost of doing business and the already high price of food; he would have us revert to the days of plodding horses, muddy roads, and the time when each household was a community unto itself, and man had but little intercourse with his neighbor.

Cannot Congress realize that nine-tenths of our more than four million automobiles in use today are employed 80 per cent. of the time for purposes which would require the use of men, horses, coal, or other valuable effort and materials in a far less efficient way? Every time that an



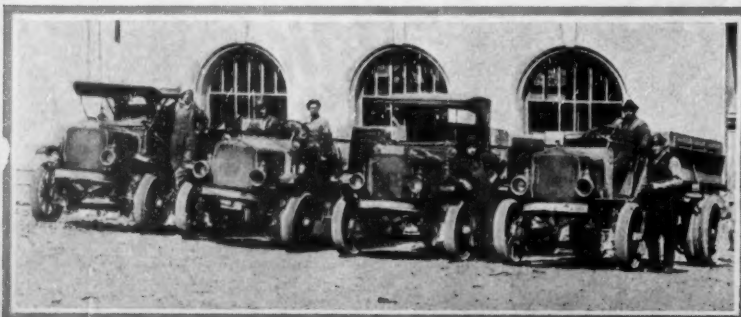
And on the activities of Red Cross and other war workers, to whom Government supplies of gasoline are not available and who must purchase fuel for their work in the open market;

automobile owner drives his car with his family to the summer resort where he will spend a week-end or his vacation, he saves his share of an extra car or an additional train which, with its increased consumption of coal, would help further to congest the already overburdened railways and mines.

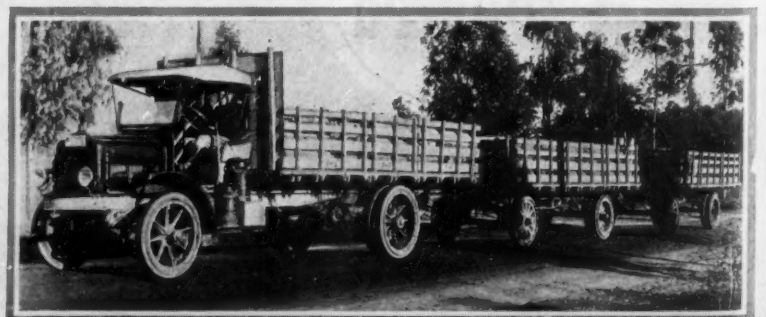
But if Congress will maintain that the automobile is more or less of a luxury and in addition that money must be raised by some means to continue the prosecution of the war, why cannot those who suggest our revenue laws prove themselves consistent and include under even heavier penalty all modes of transportation which prove themselves less efficient and more destructive of labor or material than does the automobile? Do oats and hay fed to the saddle horse help eliminate useless grocery deliveries, take the children to school, meet trains at the station, or make a fifteen- or twenty-mile business trip? The gasoline-driven or kerosene-burning automobile does all these, and yet the plan is only for a taxation on gasoline and not on the "fuel" consumed by the saddle horse which is maintained solely for recreative purposes. Furthermore does the automobile, even when not in use, consume the yearly yield of five acres of land which represents the fodder necessary to maintain one horse? And yet that automobile will do the work of ten or a dozen such horses and will need to be "fed" only when it is in actual use.

tenance of one of the least efficient means of transportation yet discovered." Such an argument, of course, would prove too radical and too revolutionary in view of the comparative youth of the gasoline or kerosene engine as a factor in transportation and power problems. When we realize, however, that 60 per cent. of the automobiles owned in this country are in the possession of the farmer, we must admit that he is somewhat in advance of many of our members of Congress in his way of thinking. However, as a compromise, we only ask that if the most efficient ways of transportation are to be penalized, the least efficient also be taxed equally, if not at a greater rate. It seems all the more logical to include the horse and his "fuel" in our schemes for revenue raising since the five acres of land yearly required to sustain him could be applied to the production of crops which could be transformed into fuel to produce six times his horse-power in the internal combustion engine.

As this is written the proposed tax on gasoline, trucks and passenger cars has not as yet been approved. Yet the ease with which the suggestion that our most important and vital methods of transportation be taxed, while inefficient and archaic systems are ignored, is a further menace which cannot be lightly overlooked. It indicates a germ of a disease which has not as yet been stamped out of Congress and which may be termed "superficial knowledge and lack of facts."



And on the trucks of contractors and teamsters whose work reduces building costs and has made possible the erection of great supply stores in an unbelievably short period of time;



And on our highway trains which, through their inter-city freight service, have helped to relieve the railroad congestion and to solve what was a serious problem of the war.

USE MOTOR TRUCKS for all short haul traffic. Cooperate in the return-load movement. Adopt the Standard Truck Cost System. Work for good roads. **¶** Packard truck owners everywhere are in line. They are enlisted in the National Truck Efficiency Test. **¶** This means **MORE FREIGHT CARS RELEASED FOR WAR WORK.** It means also better hauling at lower cost.



Watching the Nation's Business

Writing off the War Costs

STEEL ships built now at a cost of \$175 a ton, most of which goes to labor, cost about \$70 a ton before the war. The cost of labor always has been cheaper in Europe. It was always possible to build a ship much cheaper in England, France or Germany than in the United States. This condition prevails even during the war. It will be even more pronounced after the war. The returning armies in Europe unquestionably will lower the cost of labor. In this country, however, any move to lower wages usually is denounced and becomes a political issue. All the bureaus and commissions in Washington are not as careful as President Wilson in the avoidance of prejudiced arguments and wrong deductions from fiscal facts, and the consequence is that the public is led to believe that big profits are being made out of the war. The only sound test that can be made is whether the bondholders and stockholders are being enriched by the war. They are not. Their income, on the contrary, is declining. Many corporations find it necessary to pass their dividends in order to extend their plants to meet the Government's needs and in paying the heavy taxes imposed upon them. The nation must do a great business after the war if labor is to be employed and all plants kept busy. With the introduction of women into industrial occupations, there will be plenty of labor after the war. But real statesmanship will be necessary if this country is to find the way to write off the war costs, and compete with the nations which pay lower wages. In ships, for instance, it will not be enough to write off the war cost, which is at least twice as large as in peace times, but some way must be found to equalize the cost of operating these ships. The problem for after the war which confronts the Shipping Board is typical of the whole financial and industrial problem of the nation.

Hitting Corporations Over the Heart

Some of the members of Congress frankly would like to deal a solar-plexus blow to the corporations of the country in the form of a confiscatory income and excess profits tax. Representative Little, Republican, of Kansas, says, for instance, that any one who wants over \$100,000 to live on these days "is not a good citizen." The argument is that no one can sleep in more than one bed at a time, nor eat more than one meal at a time, all of which is true. The men and women who live most extravagantly cannot spend much more than the income on \$5,000,000. What then becomes of the balance? It goes into enterprises that make the country strong and rich. For years it has been going into enormous industrial plants—the very plants that have made the United States a strong industrial nation and a very rich nation, the kind of a nation that can push back the Germans industrially, financially and in a military sense. Corporations are not inanimate organizations that can be hit over the head with an axe, without shedding blood. They are simply groups of ordinary human beings, some of whom are born rich, and some of whom are born poor. The poor ones usually have worked hard and saved their money and put their savings into stocks and bonds. It is well to move carefully even

By THOMAS F. LOGAN

LESLIE'S WEEKLY Bureau, Washington, D. C.

against the corporations, lest the national strength be sapped.

The Film in Wartime

The "Creel Committee" has a branch devoted to foreign education, which is utilizing the films in letting European countries know what Uncle Sam is doing at

pro-German activities are noted in Spain, where the villain on the screen is almost invariably an American. It is not suspected that the Spanish Government is a party to this almost humorous situation, but rather that the German emperor's agents are following the Bernstorff and Boy-Ed methods in Sunny Spain wherever an opening is found. The 2,000,000 feet of American films sent over within the last few months, all showing that this nation means business in the war, will do their part in encouraging the hopes of the Allies.

Soldier Sons of Big War Workers

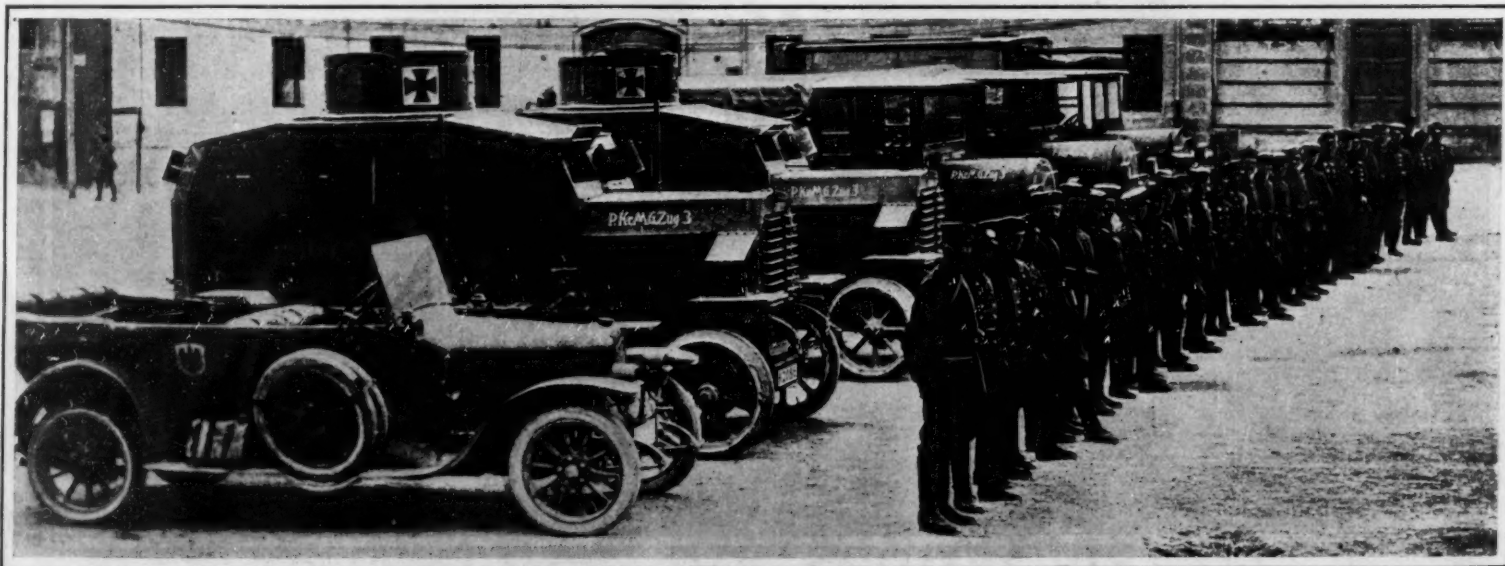
"I have good news," said Admiral Benson, chief of the Bureau of Naval Operations, as he entered a meeting of the War Council some time ago. He read a cablegram, reporting the arrival of one of the largest of the American transports at a foreign port. "That's good news for the country," said Chairman Hurley, of the Shipping Board, who was attending the meeting, "and it is particularly good news for me. One of my boys was in that contingent." Mr. Hurley has two boys in the army, both first lieutenants. Sons of Secretaries Daniels, McAdoo, Lane and others are in the Army or Navy. Former President Taft, chairman of the Labor Policies Board, has a son in the Army. Henry P. Davison, chairman of the War Council of the American Red Cross, has two sons in the Army.

The High Cost of Eating

The old-fashioned housewife who went to market with a dollar bill in May, 1913, now carries sixty-three cents additional in the other pocket, if she expects to carry away as much in her basket as she got for the bill five years ago. This statement by the Bureau of Labor Statistics of the Labor Department is based on an average of price increases in the staple food articles within the period mentioned. Three of the twenty-five articles considered show a boost of more than 100 per cent. in the retail price in that time, while the least increase, that for potatoes, was 38 per cent. That the altitudinous flights have not been checked is indicated by comparisons made of prices last May with those of the year before. The advances for the twelve months represented a five-per cent. increase for all the principal food articles, although seven showed a decline. These ranging from 64 per cent. for potatoes to less than one per cent. for coffee, included onions, flour, sugar, beans and cheese between the two extremes. Evidences that nothing can entirely set aside the operation of the law of supply and demand are found in the higher retail prices charged within the year for corn meal, hens, and pork chops, which have advanced from 20 to 30 per cent. These all figure as substitutes for other cereals and meats in the general food conservation program laid down by the Food Administration. These recent advances in the retail prices of substitute articles indicate that the law of economics is no more to be abrogated by governmental fiat than that the tide should cease to flow in when ordered to do so by Canute.



the present time. This serves an excellent end, especially among the neutral nations. Carefully selected film productions, depicting scenes at the shipyards, steel plants and arsenals of the United States now being sent abroad by the Government tell an entirely different tale than that which Germany has spread regarding a "contemptible army" and half-hearted entrance into the war. The influence thus exerted is the more important when it is remembered that Germany's sneers at the effectiveness of this country's war preparations are designed to keep the small neutral nations of Europe in a state of fear and trembling. The Entente governments are propagandizing by means of the film to excellent purpose. Evidence of



German Motor Cars, Armored Cars and Ambulances and their drivers

More Equipment or More Efficiency?

To increase capacity at the cost of largely increased investment in machines, labor and buildings is not infrequently a doubtful step, and one at which the wise manufacturer is likely to pause.

But increased capacity obtained by getting greater efficiency out of existing equipment must certainly be the aim of every competent executive and requires no justification.

This largely explains the rapid growth in the use of electric power in industry and the widespread application of Westinghouse Individual Motor Drive.

If you could locate every machine in your plant at the most advantageous point, without regard to line-shafting or belts—

If you could adjust the speed of each machine quickly and easily to the exact requirements of its work—

If you could control that machine's operation either right at the machine or at a distance, automatically or semi-automatically—

If you could save time in making speed changes—in running the machine constantly at correct speed—in avoiding shutdown when other machines are interrupted by accident or other cause—

If you could save power by delivering it right at the machine and avoiding losses in transit through friction and belt-slippage—

If you could do all these things and more, don't you think you could in-

crease output without additional machines, labor and buildings?

That's what can be done with Westinghouse Individual Motor Drive—a motor for every machine and every machine an independent unit.

Westinghouse engineers have had experience in solving every kind of power problem. They will gladly consult with you or your engineers as to the ways of increasing capacity in your plant without increasing costs. If they find that individual drive is not as desirable for your purpose as some other drive, they will not hesitate to tell you so.

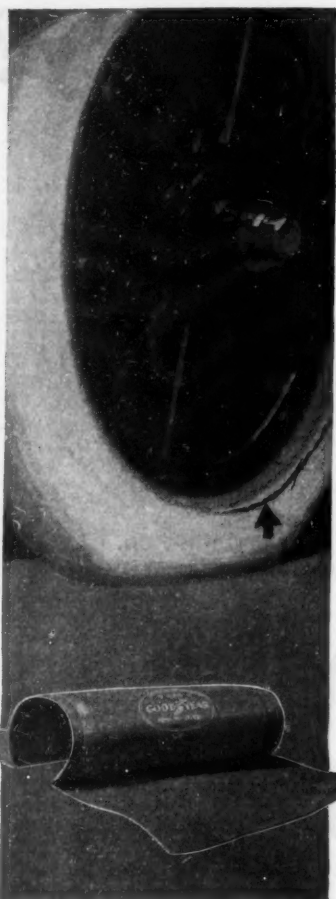
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These two pictures illustrate two ways of increasing output. Which do you prefer?

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ELECTRIC MOTORS AND CONTROLLERS



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There's Many a Ride Left in That Rim-Cut Tire

Put a Goodyear Rim-Cut Patch inside it and keep it in service

MANY a tire that has been discarded by the owner because of a fabric break, rim-cut or blow-out, can be kept in service by means of the Goodyear Rim-Cut Patch. This patch is of multiple-fabric heavily reinforced construction, designed for application on the inside of the tire, and made with flaps which fit underneath the bead of the tire on both sides to hold the patch in place. It is flexible and enduring, and once applied is out of sight and mind. It is a most effective means of increasing tire mileage, and of keeping your tire costs down. Remember the last thousand miles are the cheapest.

The Goodyear Tire-Saver Kit is an assortment of the most needed tire accessories handily arranged in a compact package. Your car ought to carry one.

GOOD YEAR
TIRE SAVERS

German Propaganda Not Dead

By CHARLTON BATES STRAYER

AMERICA is determined the war shall not end until Germany is completely and finally beaten. Germany, on the other hand, is bent upon bringing the war to an end before another winter. She dreads the thought of a fifth winter of war, and her main ally—Austria—fears it even more. America, convinced in the language of President Wilson that the German Government as at present constituted is "a thing without conscience, or honor, or capacity for covenanted peace," entered the war to secure a peace after victory by the exercise of "force without stint or limit." The enormity of our war preparations, the amount and the character of our contribution on the western front have already convinced German leaders of their folly in forcing America into the struggle. Germany is prepared to use every available resource to secure an armistice before the full strength of America is felt upon the firing line. German intrigue is more to be feared than German armies. Foch has clearly outgeneraled Ludendorf and the German General Staff. The Allied armies are more than a match, man for man, for the Teutonic armies. But the Allies have not yet been able to equal or to offset Teuton propaganda and intrigue behind the lines. America and the Allies should not be lulled into a sense of false security. German propaganda keeps a little more under cover now, but it is not killed.

It is easy to make the mistake of attributing everything unfavorable to German money or propaganda. Let us recognize there is a lot of unrest and pacifism entirely apart from any imaginable Potsdam influence. But Potsdam is ready always to make capital out of social and industrial unrest and the pacifist spirit in enemy countries, and has done enough of it to be feared. See what German propaganda did in Russia and almost accomplished in Italy. See how it sought to undermine the resistance of France. See how at this very moment, when Foch's masterly counterstroke is beating back the Germans, England is facing a strike in munition plants, involving 200,000 workers, which checks the flow of munitions to the front. The English labor crisis is a direct challenge on the part of certain workmen to the authority of the government, which, under the Defense of the Realm Act, has power to regulate national industries. One factor in the trouble is a strong pacifist intrigue, active in every workshop, which seeks to force a peace without victory.

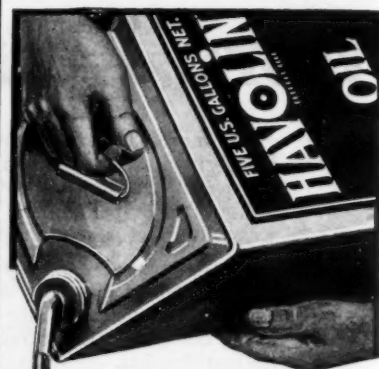
The dispatches do not say German money is fostering this intrigue, but there is no way in which Germany could more profitably spend money. This is the sort of game Germany tried in the United States in 1915, when through David Lamar, "The Wolf of Wall Street," she spent hundreds of thousands of dollars to organize Labor's National Peace Council which protested against the sale of munitions by this country to the Allies. Lamar and Rintel, Berlin's agent, are now behind prison bars, but that has not marked the end of German propaganda. While England is facing a labor crisis, 40,000 workers in New England and New Jersey factories, engaged in government work and receiving the highest wages ever paid, are on strike. Commissioner Wood of the State Board of Conciliation says Massachusetts is suffering from an "epidemic of strikes." It takes only a few adroit agitators in a workshop to stir up unrest. We have a letter from a union workman saying that labor is behind the Government in every effort to win the war, and that it is the walking delegates who stir up the trouble and who should be suppressed. We believe he is right. The I. W. W. has been exceedingly active in stirring up strikes and preaching the doctrine that it was to the interest of industrial labor to oppose the war. The

Department of Justice has just rounded up seven I. W. W. agents. The I. W. W. has been abundantly supplied with funds since the war began. What is their source?

German money has been used to influence or control the press in America. The ending of German ownership of a New York daily does not mark the end of German influence of the press. This newspaper had supported the war ever since we entered it. It had to do so. The same thing is true of every other publication owned or subsidized by German money. They are all behaving themselves now, biding the time when they can come to the enemy's aid. A certain chain of newspapers is now wildly patriotic, taking a red, white and blue bath every day, but when the psychological moment arrives it will be found subtly pleading the enemy's cause as it has done in the past. America is out to help the Allies to give Germany the worst licking a nation has ever had. Any individual or newspaper that argues we should quit before that end is attained is pleading the cause of Germany. Rudyard Kipling recently denounced a compromise peace. "When Germany begins to realize that defeat is certain," said he, "we shall be urged in the name of mercy, toleration, loving kindness, for the sake of the future of mankind or by similar appeals, to make some sort of compromise with, or extend some recognition to, the power which has for its one object the destruction of man, body and soul. If we accept these pleas we will betray mankind as effectively as though we had turned our backs on the battle from the first."

A Tricky Peace Move

AN official peace feeler from Berlin through Vorwaerts, the Socialist organ, says that Germany has made suggestions for a peace conference to the Spanish Government. The gist of the proposal is to go back to the *status quo ante* in the west, and to leave the Russian and Roumanian treaties undisturbed. The terms are unthinkable and may be regarded as being advanced primarily for their effect on the people of Germany and Austria-Hungary. The Allied powers have been very slow to come to Russia's aid, but the conviction has crystallized that there can be no assurance of world peace in the future if Germany is allowed to make Russia a vassal state. Berlin to Vladivostok has in it as great a menace to security and peace as Berlin to Bagdad. Germany has been foiled in the latter, but has not yet been blocked in the former. The organization of a stable government in Russia, the reorganization of Russia's army, and its use against Germany on the eastern front are the biggest questions of the hour. If these things are done, the Russian people themselves must do them, but they can be accomplished only with Allied cooperation and support. This is what so-called intervention means. America and the Allies propose to give to Russia friendly aid in solving her problems. The provisional government in Siberia has asked for joint military action of the Allies to cooperate with the Czecho-Slovaks and the loyal Russians in Siberia. Washington has acted upon the request and awaits the practically certain favorable reply of Japan. The majority of the Russian people will welcome the economic and military expeditions of America and the Allies, but before these enter Asiatic Russia it will be necessary to have their friendly and disinterested attitude made plain in order to offset lying Bolshevik propaganda. The report comes from Washington that the armed force is to be so small as not to cause apprehension among the Russians. I would suggest that it would be a great mistake, on the contrary, if it is so small as to cause no apprehension among the Germans.



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Thousands of careful motorists have such complete faith in Havoline Oil that they refuse to use any other lubricant even occasionally. They prize that peculiar satisfaction of a perfect running motor, unflinching acceleration, and noiseless transmission of power to the rear wheels.

That's why Havoline Oil makes a difference.

Havoline Oil comes in sealed containers, your guarantee of uniform quality, full quantity, all-Havoline, no waste, no impurities.

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Indian Refining Company
Incorporated
Producers and Refiners of Petroleum
NEW YORK

Pilfering as a Fine Art

Continued from page 180

Every experienced player knows that the minute he reaches first base it is his business to watch the pitcher that he may know, as nearly as he can figure out, just when it is safest for him to make his start to steal second. The runner also studies the twirler most intently that he may note every motion that he makes, so as not to be caught napping off the cushion by some sudden and unexpected twist and throw.

The runner, however, realizes that no matter how intently he watches the twirler, the catcher is paying equally close attention to the runner and also is striving to catch him off his guard. The backstop also is the one player most likely to note the manner in which the man on the path takes a lead off the base, and unless the latter is exceedingly clever, the catcher is going to know when the real start for second is about to be made. And, when the start is anticipated, a "pitch out" is sure to be signaled for and a lightning throw made from the plate to score a put-out at the keystone sack. The runner also must beat the throw of the backstop when he attempts to pilfer third, though while on second he is further from the backstop than when on the initial cushion and cannot be so intently watched by the backstop. However, there is not much of an advantage in this, for the shortstop, second baseman and pitcher are on the alert, and their feints are sure to keep him pretty close to the sack.

No one can watch a game of ball and not realize that it is imperative that a player keep his eyes open at all times if he hopes to succeed. Constant alertness is as essential to the safety or advancement of the player as it is to the pilot who is steering a mighty ocean liner in or out of a harbor. The "dopey" player must go on the rocks sooner or later, even though he may be a marvel in some one particular department.

Many catchers have the knack of throwing the ball to second down to a science, and practically every ball they hurl, no matter how awkward their positions may be when they receive the horsehide from the pitchers, they will peg swift and straight as an arrow.

To circumvent all of the forces opposed to him, the runner must get away from the cushion like a streak while the pitcher is making his windup, and use a slide of some kind to complete his effort to steal. Even then the ball oftentimes will beat him to the bag.

However, there are some backstops who are afraid to throw and make the peg to second no more often than is absolutely necessary. For these the runner always is watching and with them he will take chances which he would not with a fearless backstop. The catcher who always gets the ball away the instant he receives it, whether it happens to be a good toss from the pitcher or not, is the one most dreaded by the would-be base-pilferers, for they never know when the ball will speed over their heads straight to its mark.

One of the greatest ball players who ever donned a mitt, and the premier of all shortstops when in his prime, was Hans Wagner, and a remark or two of his concerning the best method of beating the runners deserves genuine attention. "When a runner is heading toward a base which you are guarding to receive the throw," said Hans, "keep your eye on the ball and not on the runner, but be sure you know your distance from the sack. Inexperienced players sometimes make perfect catches, but imperfect motions when they try to reach the runner, because they have underestimated the distance between them and the base. Nothing makes a fielder feel more foolish than to catch the ball, reach for the runner and then realize that the latter slid by him to safety because the fielder was playing either too far inside or outside. Occasionally it is not a bad play to block the runner, but it is very poor baseball to

strive to block every runner who is making for second base. Some don't need to be blocked and others are so clumsy that their slides are really funny. It is well to study the manner in which all of your opponents slide, as most of them have qualities which are purely personal, and by studying you may think of something to offset almost everything attempted."

Base-stealing is one of the main cogs in a baseball machine. It means something more than endeavoring, hit or miss, to try to steal the next base ahead, once a runner reaches the paths. If the runner uses bad judgment and is retired it may result in a defeat for his team, so all care must be used to make every attempted steal successful. Some statisticians have estimated that stolen bases account for two-thirds of the runs scored by any team. With this in mind the value of a man like Cobb can be appreciated.

Most players, at the outset, assert that if they have the speed they will accomplish the rest. That is not true. Speed surely is essential, but it is not everything, and many players who are but ordinarily fast are better pilferers than their more speedy rivals. Why? Because the slower man is often the more brainy man, and is quicker to take advantage of any loophole left open by the opposition. And right here is a tip for the fan. Don't always moan and yell when the man on first fails to keep dashing back and forth every time the pitcher moves his arm. The runner may be waiting for that loophole, and at the most unexpected moment make a spurt and reach the desired cushion, simply because he noted that both the shortstop and second baseman were playing too far off and could not get back to the base in time to cover it.

It is not the straight steal from one base to another which is usually successful. In fact the percentage tables prove that the chances against such a steal being made successfully are about three to one. The winning pilferer takes advantage of some faulty motion of the pitcher, his inability to whirl and throw to the bag or lameness upon the part of some infielder.

One of the most successful second basemen in modern baseball was Evers, and he was a wizard at retiring ambitious base-stealers. The principal reason for his effectiveness was that he was able to catch the ball with his glove hand at all angles, without using the throwing hand.

Would-be base-pilferers are up against it hardest when they are opposed by a clever shortstop and second baseman working in perfect harmony. Such combinations are rare, but they have existed, and when they did they kept steals by their opponents down to a minimum. Tinker and Evers constituted such a wonderful combination, and to the onlookers it appeared as if their movements were directed by intuition. Dahlen and Gilbert made the best combination of the kind ever possessed by the Giants; Barry and Collins also formed a wonderful partnership for the guarding of the second cushion, as also did Wagner and Ritchey, when this team were together on the Pirates.

Color Harmony

RECENTLY a LESLIE'S correspondent visited an immense rifle range, where several hundred of the "Buffaloes," the colored troops recruited in the East, were at practice. While he watched the men, a youthful colored lieutenant stepped up and, noting that the presented credentials were O. K., explained all about the practice. The lieutenant was a man of education, polished in manner and most affable. Upon parting the correspondent asked him his name and, with a twinkle in his eye and a broad smile, he answered, "It's one that, in the circumstances, you will be able to remember. It's White, sir."

Prest-O-Lite Battery

A correct size
for every car
—at District Service
Stations everywhere



J. M. W. of the Prest-O-Lite Clan

President of the X.... Auto Mnfg. Co. His Engineers Staged This Test

"WHY," said J. M. W. to his engineer, "should a car owner puzzle his brains about the patent insides of this, that, and the other battery?"

"Most sensible folks who ride in cars don't know and they don't want to know whether battery plates are made of wrinkled rubber or puckered lead.

"What they do want to know is that they are getting battery service from the best battery made—from a battery that can and actually has won a side-by-side test, designed to demonstrate beyond question which one carries the most power and lives the longest life.

"Such being the case, it is up to you and me to make the test that will settle the question."

Taking the best two of six batteries submitted—Prest-O-Lite and a competitor of equal capacity—the engineer placed both together, with a new stiff eight-cylinder engine, in the coldest room of a big cold storage plant.

There he left the whole exhibit, batteries and engine, to chill for seventeen hours in a ten-below-zero temperature.

The two batteries were then hooked up in turn to the engine, which they were asked to spin continuously—as long as it would run—to the limit of the battery's strength and power.

At the finish of four successive trials—with a rest of from one to three minutes between each—the score for the two batteries read:—

for COMPETITOR		for PREST-O-LITE	
142 Seconds	75 Revolutions	237 Seconds	132 Revolutions
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A victory for the Prest-O-Lite—a clean decisive victory—in the toughest battery contest which could possibly be staged.

The answer—for you who ride in cars and buy batteries—is self-evident. Join the Prest-O-Lite Clan!—and forget your battery troubles.

There is a Prest-O-Lite Service Station man in your neighborhood. Write us for his name.

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No matter where you are when the break occurs, there should be a Vulcan Service Dealer nearby who can quickly replace the broken spring with an exact duplicate of the defective one.

Vulcan Springs are made of finest quality spring steel; oil-tempered and tested to carry three times their normal load.

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Readers' Guide and Study Outline

Edited by DANIEL C. KNOWLTON, Ph.D.

PATRIOTISM demands that every one should be well-informed as to the great struggle across the water. LESLIE'S through its articles and pictures has sought to bring home to all its readers the salient facts of this epoch-making contest. It was not until our own country became involved in the struggle that the American public began to be really alive to the war. It has now penetrated to the remotest recesses of our land, and if we are to do our part toward the winning of it we must know what it is all about. Some of us will have to do considerable reading to make up for the two years and a half which we have let slip by with our paying little, if any, attention to developments in Europe. We must all "go to school" again, even though our school-days may lie far behind us. It has been the purpose of these columns to assist LESLIE'S readers to realize just what we are passing through in these days of our nation's testing, by suggesting books for further reading. Space has not permitted any general discussion of the war literature. Now that our vacation days are here it has seemed appropriate to suggest some of the most worth-while books which have thus far appeared. A small beginning was made in the last issue by citing a few of the books covering the causes of the war.

The busy person who is interested in running down some casual allusion to events which have already taken place, or perhaps is in doubt as to what a "barage" may be or who "Dumba" was, will find these points and others cleared up in the *War Cyclopedia* (Committee on Public Information) sold at twenty-five cents. If he is looking for information on some

topic connected with the struggle, he should consult *America at War: a handbook of Patriotic Education References*, edited by Professor Hart for the Committee on Patriotism of the National Security League (Doran). Many people have tried to keep a clipping file, preserving some of the notes which were exchanged between this country and Germany. This handbook contains much of this documentary material, and its list of books and references meet all the needs of the average reader, without consulting any other bibliography. One of the best and most recent bibliographies covering, not only the war itself, but also what lies back of it, is that by Professor G. M. Dutcher, *A Selected Critical Bibliography of Publications in English relating to the World War* (McKinley Publishing Co., Philadelphia), sold for twenty-five cents. Another pamphlet with which everyone ought to be acquainted is Professor S. B. Harding's *Study of the Great War*. This is divided into chapters and is a most complete syllabus by topics, with references following each chapter. A woman's club would find it most helpful in studying the war from its beginning to April 3, 1918. This is one of the publications of the Committee on Public Information and is sold for twenty-five cents.

In this same connection should be mentioned a little pamphlet called *War Fact Tests for Graduation and Promotion*, prepared by W. H. Allen of the Institute for Public Service (World Book Co., Yonkers). This booklet is supposed to contain what every person ought to know about the war and is designed especially for the use of schools.

Continued on page 198

Our Flying Men in Italy

Continued from page 183

place, equipped with his life-preserver and helmet. The exchange took usually less than two minutes from the time the engine was stopped until the propeller was in action again, and the flight started. This also eliminated the liability of damaging the hydroplane in beaching it, as sometimes the keel is grounded, or one of the wings strikes an object, putting the machine out of commission for a time, to say nothing of the engine overheating as it "taxis" (to use the technical term) to its landing place.

As the students criticize the various types of planes the air is full of such expressions as the "overhang," "the retreat," "the stagger," "washout," or "dihedral lines," which of course really means "the gradual reduction of the angle of incidence."

But the air is not only full of technical phrases. It is replete with good American chaff. You cannot have a bunch of strong, healthy youngsters full of ginger and snap, keyed up to top notch, without their engaging in friendly competition among themselves. As I heard one apologize for not getting up in the air as quickly as he might, "This is what happened—the right hand control was so stiff I—" "Oh, that was it! I thought you had forgotten your instructions!" or, "I'll bet his motor's hot, and I'm going up next!" "Did you get a hop?" "Did I?" "He wants me to spiral in E" (type). "Hope he forgets it!" "Say! It's bumpy all right in the air!" "What kind of a pilot are you?" "A fair weather one only—" "Did you see the Kid solo today? He's some boy!" "I haven't been up in A, but B is a wonder"—and so it went, which caused me to think

that they no doubt learned much quicker owing to the fact that there was this rivalry going on than if they had been alone.

The friendly rivalry was not confined to the students alone, as it was very noticeable in the heads of the American command who took a delight in trying to get in the first flight in the morning before their Italian confrères, and in urging their men to try to make more flights and in keeping their machines in the best condition.

Sometimes at night, after dinner, a little music is indulged in as a relaxation. Of course the Italians shine there. Many a pilot or chauffeur in overalls is humming selections from grand opera. Some of the American boys also are good musicians. One especially was a splendid pianist, and would rattle away for an hour at a time selections from Schubert or Mendelssohn's *Melody in F*, to what seemed almost a sacrilege, that is, play it in ragtime for a change.

I am afraid the Flight Commander was not as gifted musically as he was in aviation, as he would invariably ask for "High Jinks!" Then after that had been rendered and some classical piece followed, he would murmur again, "High Jinks! that's what I like." Sometimes against the protest of his fellow officers "High Jinks" was once again in evidence. But the change from the daily grind, and forgetting for the time whether you were in the air that day—25 or 41 minutes—was good for all concerned. So let us leave them to their diversion, and if they prefer "High Jinks," for heaven's sake let them have it, as their day has surely been composed of high jinks.

The Greatest Transportation Force in the World

Continued from page 171

owners, superintendents, foremen and operatives. Here we found that while this classification represented 2.5% of the population of the country, 2.1% own automobiles. This occupation is not one which must necessarily cover a wide area. Yet every hour and minute must count, for all of the products are vitally necessary in the war program.

It has been estimated that we have enough coal and crude oil underground to provide amply for even the needs of war for hundreds of years, but these products must be mined, piped and transported to keep the fires of industry at full blast. Time is therefore an essential, and time saving of paramount importance. Here we must mine minutes, and here again the automobile is helping.

The next two classifications are composed of hotel proprietors, restaurant owners, boarding-house keepers, clerks, and employees. Here, if anywhere, we might expect to find the passenger cars used almost wholly for recreation. But while these two combined classifications represent 11.5% of the population, only 3.9% of these people are automobile owners.

This survey of the automobile and its many and diversified uses only serves to strengthen the conclusion that it constitutes the greatest transportation force in the world. A force that is more needed in the war than any other. For only a few months back New York harbor was filled with vessels loaded with materials vital to the war needs of our Allies.

These vessels as badly as they were needed could not proceed, could not help to lessen the congestion in New York terminals because they had no coal. The situation was so grave that colliers from England came across the Atlantic Ocean to bunker these ships. This serves to emphasize the importance of transportation of which the automobile is one of the great contributing factors.

Automobile passenger service nearly double that of railroads

Under the ruling of the Fuel Administrator, all industry suffered a five-day shut-down for the lack of coal. This could not mean that the United States was short of coal, but that the speeding up of industry on the war program had destroyed the balance. It was again transportation that was needed. We simply shut down output long enough to allow the carriers of the country to catch up.

The estimated possible annual passenger mile service of motor cars is about 60,000,000,000 as compared with 35,000,000,000 passenger miles attributed to our railroads. These multipliers of energy are traveling 40,000,000 miles a day, the equivalent of 1,600 times around the world. Many a nation has been conquered, not for lack of bravery or men, but for the lack of transportation. We are farther from our bases of supply than any warring nation.

Getting more done in less time

This nation must devote every ounce of energy to produce more food, more munitions, but with the enormous increases must come more transportation; more done in less time. We cannot go back to the days of the army mule and pack saddle, the prairie schooner and the "one hoss shay." Speed, speed and more speed is the cry. And America answers with her 5,000,000 automobiles—the greatest transportation tool, the greatest aid to personal efficiency in the world.

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The Melting-Pot

Williams College has 1,284 men in the fighting service.

Ten per cent. of the entire population of Massachusetts, or 300,000 people of voting age, are unable to read or write English.

Receipts of the Internal Revenue Bureau show that as the war progresses, Americans are spending less on travel and more on amusements.

The War Department has issued an order enabling colored nurses registered by the Red Cross to render service for their own race in the army.

A New York State representative has introduced a bill in the legislature to include candy and chewing gum in the rations of the American soldier.

To meet expected trade attacks by Germany after the war, a great dye combine has been organized in England capitalized at \$15,000,000,000.

Claiming that one-third the efficiency of coal miners is lost by the use of liquor, the mine owners of Pennsylvania demand a dry law to speed up coal output.

The American Red Cross has announced that the Government ban against foreign service for women who have relatives in the service does not include army nurses.

A colored trooper, boasting in public speeches of how he won the French Cross of War, was arrested recently in Bridgeport, Conn., as a deserter from the 365th Infantry.

President Wilson has commuted to life imprisonment the death sentence imposed by court martial upon a private in our forces in France charged with deserting in face of the enemy.

The War Industries Board has appealed to traveling salesmen to reduce the amount of their baggage to avoid congestion of railroad facilities, which might otherwise be used in troop movements.

A suggestion that the Grand Central Terminal zone in New York City, he called "Pershing Square," has been made by John McE. Bowman, President of the Biltmore Hotel Company, to Mayor Hylan.

Because the Food Administration considers the slaughter of broiler turkeys as wasteful an appeal is made to hotels, clubs and restaurants to discontinue serving them, and farmers have been urged not to sell till they are matured.

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We fight to conquer Freedom's foe;
We strive that all the world may know
The blood of Caesar
Still doth flow
Through veins of those who joyful go
To strike a strong and mighty blow—
The sons of Caesar serve.

We are the sons of Caesar,
The sons of a nobler Rome;
Our storied past hath taught us well,
And while midst sound of shot and shell
The blood of Caesar
Still doth tell;
God keep us from the wiles of hell,
And savage boastings help us quell—
The sons of Caesar serve.

We are the sons of Caesar,
The sons of a nobler Rome;
May all the world be some day free
From pain and guilt and misery.
The blood of Caesar
Calls on Thee,
Once nailed to the shameful tree.
Lord Jesu see our agony—
The sons of Caesar serve.

OWEN E. MCGILLICUDDY.



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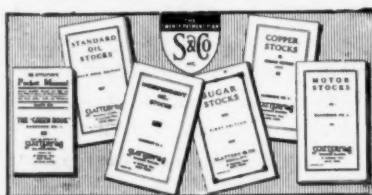
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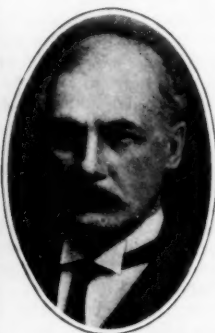
HOWARD ELLIOTT

The eminent railroad man who has again been elected president of the Northern Pacific Railway, a position he held from 1903 to 1913. After acting for years as president of the New Haven Railroad, he returned to the Northern Pacific as chairman of the executive committee. He began his career as a rodman.



WILLIAM C. POTTER

A prominent mining engineer, formerly vice-president of the Guaranty Trust Company of New York, and interested in other important enterprises, lately appointed member of the Federal Aircraft Board. He had previously been chief of the equipment division, U. S. Signal Corps.



CHARLES CLIFTON

Of Buffalo, head of the Pierce-Arrow Motor Car Company and one of the leading figures in the automobile world, who was recently reelected president of the National Automobile Chamber of Commerce. This organization has taken action looking to additional standardization in the manufacturing of automobiles.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their weekly and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit \$5 directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A three-cent postage stamp should always be inclosed. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York. Anonymous communications will not be answered.

A FEW days ago the industrial stocks sold off. Some said it was because a noted mathematical expert had warned the public to unload. Another authority had warned the owners of railroad shares to do the same. These warnings may have had some effect on the market but they were not responsible for its selling mood.

The big men who operate on large lines and whose transactions range into millions are not affected by these transient moods. Hesitation in the stock market came, as my readers will recall, when Congress entered upon the task of drafting a new war revenue bill.

Stocks weakened when headlines in newspapers read as one in the *Herald* did: "Net Income Tax on Corporations May Be Trebled." On top of this came the taking over of the telegraph and telephone wires by the Government for no other reason than to satisfy the demands of so-called labor union leaders. They had tried, without success, to force the employees of the Western Union Telegraph Company to join an outside organization. When they failed, they did what other union leaders have done so successfully. They appealed to Washington and Washington listened as it has done at other times, and then came the threat that the Government would take over the telephone and telegraph lines and add one more to the astonishing list of our Socialistic actions.

Everybody knows that the telegraph and telephone lines have been in the hands of the ablest administrators in this country. The service is the cheapest and best in the world. I speak with knowledge of experiences on many occasions while traveling abroad. Let me predict—and I ask my readers to paste this in their hats—that the result of governmental control of the telegraph and telephone lines will be analogous to that which has followed gov-

ernmental control of railroads and express companies—poorer service and higher rates.

Railroad net earnings under government ownership show a decided decrease, though rates are the highest on record and though the Government has done what it refused to permit the railroads to do—that is to pool earnings and put the Sherman anti-trust law into the discard. Under government ownership during the past few months two of the most frightful railroad accidents on record have happened. Worse than all, the Government is not keeping its agreement with security holders when it took over the roads. It offers a form of contract so unfair to the owners that it is said to threaten the country's credit.

One of my readers writes: "I am afraid that after the war politicians will confiscate not only the railroads, but other general utilities, and railroads will be built which will not be commercially needed but to gratify the demand for politicians currying the favor of the voter. But people will be taxed for all these investments, all capital will be curtailed and the Government will find it difficult to collect the taxes needed for its support."

I note that the Secretary of Agriculture is undertaking to show the farmers how to increase their wheat acreage. He has started a campaign to help the wheat farmers. The Government has fixed a price for wheat twice the price fixed in Australia and over twice the price formerly regarded in this country as most profitable. I have no objections to the farmers making all the money they reasonably can, but why should the Government promote the interests of the wheat growers and increase the price of the bread we eat when it cuts the prices of copper, coal and sugar? Why should it undertake to cripple some industries on the ground that the Government's needs for war purposes make this compulsory?



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The Leslie-Judge Co. is an authorized agent of the United States Government in the sale of Thrift Stamps and War Savings Stamps to the public. Our services are gladly rendered free.

It has been published that some Canadian steel has been sold in New England at high prices to a non-essential industry. At the same time we are sending large shipments of American steel to Canada at a low price that our Government has fixed. I do not wonder that my outspoken friend, Hugh Chalmers, as patriotic a citizen as there is in this country, protested on the part of the automobile men against the disruption of the automobile industry which threatens to follow the present curtailment program of the War Industries Board.

He is right when he said: "I do not believe public opinion will back you up in your curtailment program. You might as well appoint a receiver for the State of Michigan if you carry it out. All we ask is a square deal. Unless we get sufficient steel to liquidate our inventory, the entire automobile industry faces disaster. We know the Government has the power to enforce any curtailment order and that it needs to have its steel requirements met 100 per cent., but something is owed to the industry." Who will deny the justice of this statement?

What encouragement do security holders get from the action of the Federal Trade Commission in attacking the packers at a time when they are struggling to supply the needs of army and navy? I read the recent statement of Louis F. Swift that he had just been called upon by the Quartermaster's Department for the American army overseas to provide nearly 100,000,000 pounds of bacon and 134,000,000 pounds of canned meat. He must pay the live stock producers \$80,000,000 for the necessary hogs and over \$50,000,000 for the 900,000 cattle required. The cattle will cost him twice as much and the hogs two and a half times as much as in the pre-war period. Is it remarkable that prices of meat products have advanced?

The stock market will get out of the doldrums just as soon as the Government's war revenue policy is clearly defined. It will get out of it quicker when we have a Congress that will not continuously strike at vested rights. As Colonel Roosevelt said, in opposing government ownership: "Our purpose should be to steer between the anarchy of unregulated individualism and the deadening formalism and inefficiency of state ownership."

The foundations of the stock market are still good. Industries engaged in giving the Government its necessary supplies for war purposes are as busy as ever. The labor situation is a threatening factor. The crop outlook is an encouraging feature. The next bond issue is not far off. Apprehension regarding the course of the market while this issue is being subscribed is naturally felt.

In the long run I still believe that the patient holders of securities will come out with a profit and that on every serious decline investment securities are good purchases.

C. LOUISVILLE, KY.: As an equipment stock, Railway Steel Spring seems likely to benefit by the ending of the war.

T. WASHINGTON, D. C.: One with \$2,000 to invest with reasonable safety might do so in first-class preferred shares of established industrial or railroad corporations. Better diversify your purchases and include Corn Products pfd., paying 7 per cent., at par.

F. CALTE, COLO.: The industrial 5's guaranteed by Col. F. & I. seem a safe and excellent investment. Higher-grade bonds giving a lower return are: Atlantic Coast Line R. R. first mtg. 4's, C. B. & Q. joint 4's, So. Pac. R. R. ref. 4's, and U. S. Steel s. l. 5's.

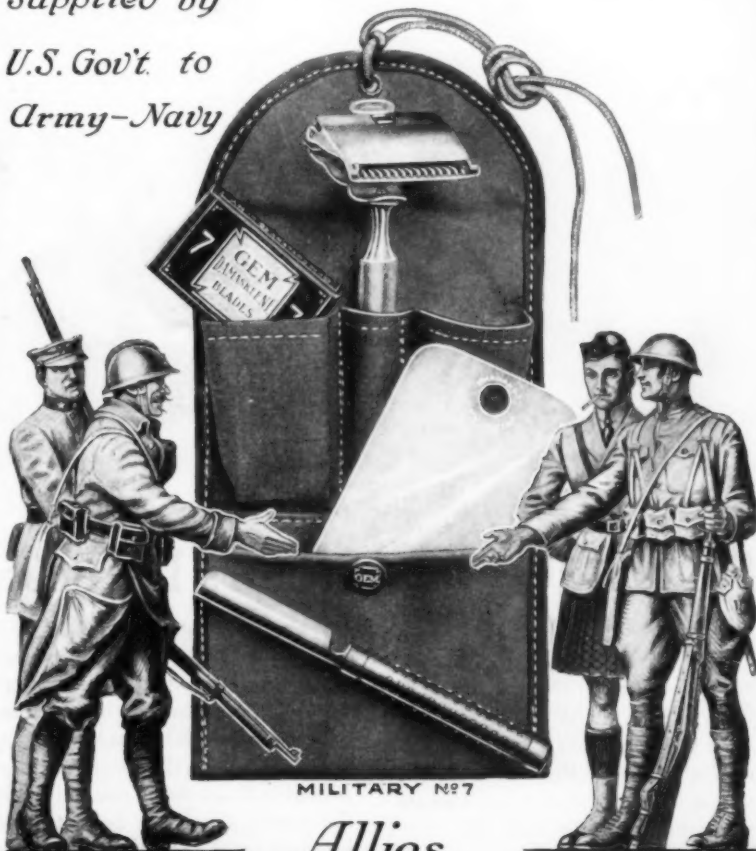
D. NEW YORK: N. Y. C. deb. 6's look safe and satisfactory. National Enameling & Stamping is not "a safe investment," but a business man's purchase. Cuban Cane Sugar is a long-pull speculation. There are more attractive issues which pay dividends and yet have a speculative possibility.

F. PORTLAND, IND.: I do not consider Ohio Cities Gas the right stock for a woman to buy for "investment." The margin above dividends is not sufficient. The stock is a business man's purchase. It would be safer to buy such shares as Atchison pfd., Corn Products pfd., So. Pac., C. C. & St. L. pfd., or Kansas City So. pfd.

L. BEAUMONT, TEXAS: With your \$1200 you might buy one or more shares of such stocks as Atchison, So. Pac., U. P., U. S. Steel, Beth. Steel

Continued on page 198

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The telephone played a tremendous part in this Nation's mobilization for war. It continues vital to the Government's program.

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The public is entitled to the best service that it is possible to render. But the public has a partnership in the responsibility for good telephone service.

It takes three to make any telephone connection: the person calling, the company, and the person called. Without the co-operation of all three the service suffers.

The telephone company can make the connection, but no words

can be heard at one end of the line which are not properly spoken into the transmitter at the other. The relation between the speaker and the hearer is the same as the relation between the orator and his audience. It cannot be maintained if the orator turns his back to the listeners or if the audience is inattentive.

Telephone traffic must be kept moving. Speak distinctly—answer promptly—and release the line as quickly as possible. Don't continue reading when the bell rings.

These seem little things to ask the individual telephone subscriber, but when the individual is multiplied by millions all over this country, it is easy to see how important it is that all should co-operate.



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Jasper's Hints to Money-Makers

Continued from page 197

8 per cent. pfd., Republic I. & S., Colo. F. & I., Ohio Oil, Anglo-American, Midwest Refining, American Woolen pfd., American Locomotive pfd., Corn Products pfd., Crucible Steel pfd., Cities Service pfd., or Houston Oil pfd.

U. S. L. & H., NEW YORK: It is charged that the United States Light & Heating Company's affairs should be investigated. Hence the call for proxies for the annual meeting August 14th. Yes, I will be glad to represent you or any of the other stockholders. Sign the proxy blank you have received and send it to me in care of LESLIE'S.

G., NEW YORK; B., CHISHOLM, MINN.; J., WEST POINT, GA.: The suspension of John Muir & Co. for one year from the stock exchange was on the technical violation of a stock exchange rule that involves no imputation on the firm's integrity or stability. It is as strong and good as ever and during the suspension will do its business as usual, but through other members of the exchange. Muir & Co. has not in any way forfeited my confidence.

New York, August 3, 1918

JASPER.

Free Booklets for Investors

Helpful surveys of the financial situation are made weekly in the widely known and authoritative "Bache Review." All investors should have it. Free on application to J. S. Bache & Co., 42 Broadway, New York.

The latest information on any Curb or other security will be furnished gratis by L. R. Latrobe & Co., 111 Broadway, New York City. The firm purchases stocks for patrons on the cash, the partial payment or the margin basis.

First mortgage 7% bonds secured by improved farms in Oklahoma and in denominations of \$100 to \$1,000 may be had from Aurelius-Swanson Co., Inc., 28 State National Bank Bldg., Oklahoma City, Okla. The firm invites correspondence.

The investment position of sound Curb issues is presented in weekly letters issued by C. W. Pope & Co., the "oldest Curb house," 25 Broad Street, New York City, and sent on trial for 3 months on request. The letters are well worth reading.

Bonds bearing 7% interest, in denominations of \$100 to \$500, based on a building in the central business section of Seattle, are recommended by the Northern Bond & Mortgage Co., 808 Third Ave., Seattle, Wash. Full particulars, with photographs, sent on request.

The Federal Bond & Mortgage Co., 90 E. Griswold Street, Detroit, Mich., recommends as safe and stable a variety of 6% real estate first mortgage bonds. The company's free booklet, "A Buyer's Guide to Good Investments," will be mailed to any address.

Carefully selected loans, based on improved Seattle property and bearing the high Western interest rate, are offered by Joseph E. Thomas & Co., Inc., Third Ave. and Spring Street, Seattle, Wash. The company will promptly answer requests for full information.

Correspondence on stock market commitments and investment matters is invited by E. W. Wagner & Co., members New York Stock Exchange, 33 New Street, New York. This firm issues frequent useful analytical reports and special letters on cotton and grain. These are sent on request.

Purchase of stocks and bonds on the partial payment plan is advisable provided care is taken in selecting securities. Circular B-4, "Partial Payment Suggestions," is an excellent guide for those who desire to utilize this method. It may be had without charge from John Muir & Co., specialists in odd lots, 61 Broadway, New York.

First farm-mortgage and tax-free municipal bonds, bearing the Iowa stamp are recommended by the Bankers Mortgage Co., Des Moines, Iowa. They are in denominations of \$50 to \$1,000 and are well regarded in financial circles. The company will send to any address its explanatory book, "Iowa Investments, No. 18A."

A miniature library containing valuable information for investors has been compiled by Slattery & Co., Inc., 40 Exchange Place, New York. The first six volumes cover Standard Oils, independent oils, sugar stocks, coppers, and motor stocks and include "Investor's Pocket Manual." These booklets will be sent to any one who applies for "Re: offer 77-D."

The first mortgage serial bonds safeguarded under the Straus plan are well regarded because of safety and good yield. They bear 6% interest and are in denominations of \$100, \$500 and \$1,000. The bonds are offered by S. W. Straus & Co., 150 Broadway, New York, and Straus Bldg., Chicago, who will send their interesting "Safety & 6 Per Cent." to applicants for booklet No. H-803.

Sound securities of several types and affording liberal returns can still be obtained at low figures. For the convenience of investors as yet undecided, the National City Company, National City Bank Bldg., New York, has made a selection of four bonds and a short-term note which make an attractive investment list. Prices and descriptions of the securities will be furnished to any investor asking for list L-85.

Because of the low prices at which many securities are selling one's monthly savings can be invested so as to earn 6 to 12% annually. Such securities can be purchased on the 10 payment plan, 20% down and balance in 9 monthly installments. For a thorough understanding of this plan, send for list of investment suggestions and booklet L-7 to E. M. Fuller & Co., members Consolidated Stock Exchange, 50 Broad Street, New York.

Among attractive investment chances is the purchase of 50 shares of Cities Service pfd. stock costing about \$3800 and yielding a monthly income of \$25. This generous return will appeal to many investors. Cities Service Co. is a large and strong oil and public utility organization, paying monthly dividends and making monthly statements. If interested, write for Circular L W-90 to Henry L. Doherty & Co., 60 Wall Street, New York.

Many investors are vitally interested in the readjustments the motor industry has had to make, from a peace to a war basis. Conditions and prospects in this great industry are set forth in an article in "Security Suggestions," published by R. C. Megargel & Co., members New York and Chicago Stock Exchanges, 27 Pine Street, New York. Numbers 10 and 11 of this publication contain articles of especial value on important current topics. To get the firm's free booklets ask for 18-D.

Readers' Guide and Study Outline

Continued from page 194

A satisfactory, brief history of the war for the average reader is yet to be written. Perhaps the little volume announced for the fall by the Macmillan Co., and written by Professor C. H. Hayes of Columbia will meet this need. Mr. Frank Simonds is at work on a history of the struggle but has completed only two volumes (Doubleday).

To the average person it is the human, personal side of the struggle which is most attractive. The following books of this class are likely to prove the most interesting, possessing at the same time some literary value: Dawson, Coningsby, *Carry On* (Lane), a collection of interesting letters from the front which breathe an unusual spirit of self-sacrifice and devotion to ideals. Donald Hankey's *Student in Arms* (Dutton) is of the same character. Hay's *First Hundred Thousand* (Houghton) describes the making of Kitchener's army and the author's experiences as a recruit. His *K-1: All in It* is the sequel. Allan Seeger's *Letters and Diary* (Scribners) is of high literary quality. Probably the most popular war book is Empey's *Over the Top* (Putnam's). Next to this perhaps ranks *Private Peat* (Bobbs-Merrill). His account of the behavior of the Canadians at Ypres is thrilling. A more recent book is that of Pinkerton, *Ladies from Hell* (Century), describing the author's experiences with the London Scottish regiment. The wonderful exploits of the air service are

pictured in Winslow, *With the French Flying Corps* (Doubleday) and in Bott, *Cavalry of the Clouds* (Doubleday). Fighting on the German side in the early days of the war is graphically described in a *German Deserter's War Experiences* (Huebsch). *The Odyssey of a Torpedoed Transport* is one of the most fascinating of recent books.

Next to these personal narratives of the fighting in point of interest are the large number of books which come from the pens of diplomats, correspondents, and others which strive to picture conditions in Germany and in the war zone. A special interest attaches to the book of our ambassador to Germany, Mr. Gerard, *Four Years in Germany* (Doran). This is also true of Mr. Hugh Gibson's *Journal from Our Legation in Belgium* (Doubleday). To the same class belongs the little booklet, by Vernon Kellogg, *Headquarters Nights* (Houghton). Countess Turczynowicz (American born) in her *When the Prussians came to Poland* describes the horrors suffered by the people of the land of her adoption. Many books picture conditions in Germany since the outbreak of war.

One other aspect of the war has proved of absorbing interest to all Americans and that is the Russian Revolution. Among books from the pens of eye-witnesses are Donald Thompson in *Russia* (Century), and Florence Harper's *Runaway Russia* (Century).

One of the Folks

SUPPER DONE, the family leisurely invades the front porch. Mother sits back in the shadows, rocking quietly. The tip of father's favorite cigar glows redly in the darkness. A breeze stirs the service flag over sister's head, where she leans against the railing hung with honey-suckle. From the bottom step Tom flings pebbles at the base of the big urn beside the gravel walk.

Now and then a car hums up Main Street or the cheery clatter of hoofs breaks the evening calm. Here comes some girls laughing happily on their way to the movies, and after them the Judge and his wife out for a stroll. They stop to hear the latest about Jim and how things are going "over there".

Far down the street a phonograph sings. Above the whispering elm tops a great, crimson Jack-O'Lantern moon swims into sight. Through everything runs the sweet scent of growing grass and flowers.

It's your town, it's my town, it's the small town we both love so well. It's the very same town in these soft summer nights of this fateful year as it was when the bugles sounded

in the square, and our young men went out to do battle for Cuba's freedom.

The same, that is, in all that counts, in friendliness and companionship, and love of simpler things of life caught up now by the tie of patriotic devotion that binds neighbor to neighbor.

You knew its people, their viewpoint, their tastes and customs. Time and again you have wished that it was with them you were doing business. They would appreciate the sincerity of your selling-story, seek out the merit of your goods where metropolitan skepticism was blind.

You can do business with these people. You can begin today. As well as you knew them in the past, those who make *Woman's World*, "the Magazine of the Country", know them today. To read *Woman's World* is to walk down Main Street again, to shake hands with its dwellers, to become one of the group on the porch. To advertise in *Woman's World* is to assure for your product a faithful, constantly growing market that recognizes you as one of the Main Street folks.

The second in a series of statements on present day merchandising conditions prepared by Frank L. E. Gauss, *Advertising Director*, *Woman's World*, 280 Madison Avenue, New York City, *The Magazine of the Country*, the first magazine member of the A. B. C.

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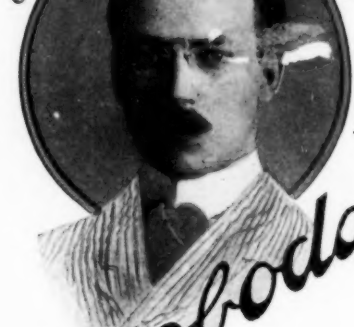
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"Conscious Evolution" and "The Science of Life" will show you how you can increase the pleasures of life to a maximum—how to intensify them and how to make your life more profitable, pleasurable and joyous.

"Conscious Evolution" and "The Science of Life" are the A, B, C of evolution and persistent youth. These books explain Conscious Evolution and the human body as it has never been explained before. They explain the Swoboda theory and the laws of mind and body. They startle, educate and enlighten. They explain as never before the reason for the evolution of the mind and body.

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A mere reading of "Conscious Evolution" and "The Science of Life" will so fill you with enthusiasm and ambition, that you will not rest until you have yourself acquired the Swoboda kind of health and energy by cultivation and revitalizing intensively every cell, tissue and organ in your own system. Tear out the coupon on this page, write your name and address on it, or write a letter or a postal card and mail it today. Even if you gain but one suggestion from them, you will have been repaid a thousandfold for having read them. I urge you by all means not to delay, not to say, "I'll do it later," but to send NOW, while the matter is on your mind. Remember, these books are absolutely free for you to keep—there is no charge or obligation now or later. Write NOW.

Conscious Evolution
must not be confused with Medical Practice, or with any purely Mental Science, Speculative Science, Psychology, Christian Science, Theosophy, Hindu Philosophy, Self Hypnosis, New Thought, or any other conceptually synthetic systems of the secondary and tertiary type, complexed by ill-equation. Conscious Evolution is a real science—a science of reality, a demonstrable science, an exact science, a science of the evolution of energy. Conscious Evolution is the science of self-evolutionary creation. Conscious Evolution is the beginning of a new era for the human race. Hundreds of Physicians have helped themselves to Better Health and Better Personality through Conscious Evolution. Why not you?



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